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HONGKONG, THURSDAY, OCTOBER 21st, 1909.

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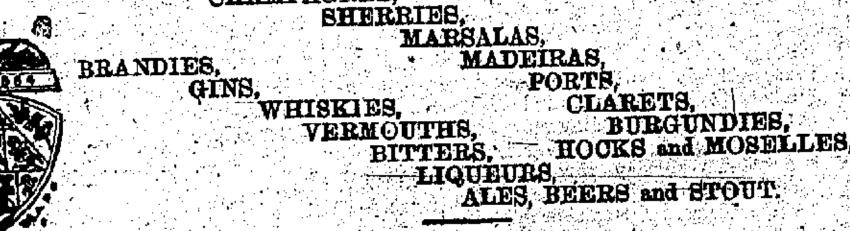
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80

DAIRY FARM CO.,

that WRIGHT was charged with having

fraudulently misappropriated, the pro-

secutors were not the Chinese Government

but the Corporation which lent the money

to the Chinese Government. The Managing

Director, H. E. WEI HAN, showed some

reluctance to associate himself with the

would have taken place had the decision

rested entirely with the Chinese authorities

The extremely plausible explanation which

WRIGHT offered in the witness-box was one

which, it is not difficult to believe, would

have been accepted by the Chinese authori-

ties, if he had been called upon for explana-

tions of features in the accounts which

Here, so far as the Court proceed-

accountant with thirty-four years' experience,

mostly in very responsible positions—

record which any Corporation or Govern-

ment might have accepted as a guarantee

that the man selected to fill a position of the

highest trust and responsibility was worthy

to enjoy the fullest confidence of his employ-

ers. They, in fact, did place implicit trust in

his integrity and honour, for he was entrusted

with very large sums of railway money

which he told the Court he had banked, for

plausible reasons, in his own name, on his

own initiative and without reference to any-

one, and though two of the three accounts

he had at the bank were carmarked as rail-

way accounts, they were under his sole con-

trol. A man of his experience and occupying

the responsible position he did should have

known better than to have used any part of

the money intended for railway purposes to

enterprises was a criminal breach of trust,

was convicted by an impartial jury, and for

which he has been sentenced to two years'

the funds and the property belonging to

him. All that the presiding Judge in his

charge to the Jury was able to say on this

point was that no evidence had been adduc-

ed to prove that the prisoner had got

these ample means to pay the railway

money back, If that consideration weighed

greatly with the Judge, it is to be regretted

that his Lordship did not invite the prisoner

to sub stantiate the statement he had made by

the production of evidence, the bulk of

which apparently would have been imme-

diately available. The prisoner's defence

certainly went far to reduce the gravity of

his offence, and while he was undoubtedly

guilty of what the law regards as fraudulent

punishment, we think the Chinese critics who

cynically referred to the case while it was

sub judice, expressing, as Dr. Morrison

cabled to the Times, their undisguised

accountant had been arrested on such

railway funds so misappropriated would

have been permanently lost, had WRIGHT

been-asked for an explanation before steps

to prosecute were taken. While the

prisoner was properly convicted of mis-

appropriation, yet, in view of the deductions

which have been drawn by the Chinese

Press, in order to establish the contention

foreign and Chinese control of the accounts,

it seems desirable and necessary not only to

intention to rob, but also on the fact

that the case shows clearly enough the

eagerness of the British and Chinese

Corporation to protect the Chinese Govern-

ment from any possible loss through the

is important that this aspect should not be

case being a blow to British prestige in

The Great Northern Steamship Company's

liner Minnesota, which was due at Manila

yesterday, had 3,500 tons of American cargo for

that port. Included in the cargo of the Min-

nesota are 410,000 feet of lumber, more than

Two native waiters from the Hangfalau, a

Wood at the Magistracy yesterday on a charge

of disorderly behaviour. It appeared from the

ovidence that the defendants partook of too

much samshu, and then threw cups and bowle

of \$3, and bound the defendants over in the sum

40,000 sacks of flour and 3,000 cases of salmon.

Chinese restaurant, appeared before Mr. J. R.

dishonesty or negligence of a servant. It

charge, should note the fact that it was

a British railway

satisfaction that

unsatisfactory and suspicious.

showed, was a highly capable

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THE HONGKONG DISPENSARY.

Hongkong, 8th October, 1909.

NOTICE TO CORRESPONDENTS. ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the

Editor, not for publication but as evidence of

good faith. All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be

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DEATHS. On 20th inst, at the Government Civil Hoppital. Augusto Casar Botelho, chief clerk, Harbour Office, aged 50. Deeply regretted. Shanghai

papera please copy. On October 10th, at Newchwang, GEORGE not clearly established at the trial that the FAWORTT, aged 53, late of the Newchwang Pilot Service.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C London Office: 131, Fleet Street. EC

## The Paily

HONGKONG, OCTOBER 21st 1909.

THE conviction of BUTLER WRIGHT on charge of misappropriation of railway funds is certain to receive a great deal of attention lay stress on the prisoner's disclaimer of any from the Chinese Press, more especially because of the somewhat acrid controversy which took place six months ago regarding the terms on which a German syndicate lent to China the capital for the construction of the Tientsin-Pukow line. British financers held that those terms did not insure the honest administration of the railway funds, and the Kowloon terms were represented as being the only terms on which money could with absolute safety be lent. The moral which will be drawn from the prosecution and conviction of BUTLER WRIGHT will, of course, be that it completely knocks the bottom out, of the contention in favour of the superiority of the Kowloon terms as affording the only guarantee for the proper adminstration of the loan funds. We do not ourselves adopt the view that the prosecution has weakened this contention; rather may the contrary be argued. It has struck us, as doubtless it has struck many others, at one another. His Worship imposed a fine as being rather singular that though it was the money of H.I.M. the EMPEROR OF CHINA of \$100 to keep the peace for six months.

Colonel Seely stated in the House of Commons TELEGRAMS. last month that out of the 5,361 Chinese who. according to the Chamber of Mines figures. remained on August 31, 2,164 sailed from Durban on September 21, and a further shipment of about 1,300 will take place on or about December 9. The Secretary of State is not aware that any delay has occurred in the shipment of Chinese on expiration of the contract. prosecution and we think it may be regarded as at least doubtful whether a prosecution

At the Magistracy yesterday before Mr. J R. Wood, a Chinese was charged with the larceny of a piece of silk valued at \$25 from No. 31, Jervois Street. His Worship convicted the defendant, and sentenced him to three months' imprisonment with hard labour. Subsequently it was discovered that the prisoner had returned from banishment. He was charged with this offence, and the hearing was adjourned until Saturday ...

This evening at the Lecture Hall adjoining Union Church, Kennedy Road, under the auspices of the Union Church Literary Club, proposals. Mrs. A Bellamy Brown has kindly consented to give a sketch of Mendelssohn's Life, which will be illustrated by vocal and instrumental selections. The evening should be a particularly interesting one, and the meeting i open to the public. Dr. Belilios will take the chair at 9 p.m. sharp.

The circus will re-open at Kennedy town to-night when, after the enforced spell residents have had indoors, the management expect to see a well-filled tent. The typhoon did considerable damage to Harmston's tent, but the shrowd" old Colonel is always prepared for emergencies, and to-night the tattered covering will be reinclude the first amatour riding contest. Tomorrow evening a grand-complimentary benefit will be tendered to genial Col. Bob Love. In addition to a sparring exhibition, the Phillip Sisters will appear, and the inimitable Colone will contribute comic songs.

Mr. F. W. Knocker, in a lecture at the Royal Photographic Society's New Gallery in the finance private business of his own uncon-Malay States, said he knew a Chinese minenected with the railway, and even while we owner out there who became converted to may credit him with having had no intention Christianity and built a church. It was an act | route to Italy. of embezzling these funds, the fact that he of penance for some wrong-doing, but his condid actually use them for his own private science in the matter was very elastic, for when he found that the extension of his mining operations made it necessary to take the land which undoubtedly exposed him to the charge on which the church stood, he removed it bodily of fraudulent misappropriation of which he further away. This operation he repeated two or three times as his riches increased, each time to the visible detriment of the church structure. Then he assured Mr. Knocker that his growing hard labour. He claimed that at the time wealth was due to the building in the course of his arrest he was in a position to refund of its many removals having consecrated the the whole of the money he was charged with having misappropriated, and he specified

Another old Portuguese resident of the Colony passed away early on Tuesday morning, at the Government Civil Hospital, in the person Mr. Augusto Casar Botelho, who for the long period of thirty-seven years has been in Government service as a clerk in the Harbour-Office. He joined as fifth clerk in 1872 and reached the position of first clerk in 1905. Mr Botelho, who had been ailing for some time, was taken seriously ill in his office on Monday and was conveyed on an ambulance to the Hospital, where he rapidly sank and expired, as before stated, early on Tuesday morning. The news of his death has been received with deep regret not only by the Portuguese community but by the large circle of acquaintances which he has made during his long connection with the Harbour Office. Deceased was buried in the Catholic Cemetery at Happy Valley yesterday afternoon, the staff of the Harbour Department and many friends following his remains to their last resting place.

OXFORD LOCAL EXAMINATIONS.

News has just reached the Warden A St Stephen's College that out of the 18 boys recommended by the College for the above Examinations all have passed, with the addition of one other who through prolonged absence could not receive the College recommendation. Of the above 19 no less than nine are in the Senior Division, of whom eight are below th age necessary to allow them to bear the A.A degree, three of these being in the Senior and one in the Junior. Only those who are under 18 years of age in the Senior and under 16 in the Junior are eligible for distinction. Follow-

that there is nothing to choose between ing are the results: -Senior: Fung Man Sui, Leung Nai Tsun, Loung Nai Hang, Chan Ying Wing, Cheng J Kam, Cheng Yun-tin, See Chong Su, Wes Wing Hon, Yip In Fong.

> Junior: Chau Tsun Nin, Ho Wing Kin Lam Tang, Wei Wing Lock, Wei Wing Yuet, Wong Shiu Tung. Preliminary: Lai Hau Yeung, Lai Hau Chin, Lo Kwan Iu, Lei Ying Chin.

LATEST STEAMER MOVEMENTS the assistance of the Ragnar this morning.

The P.M. str. Asia is due to arrive at Hong overlooked when there is so much talk of the kong on the 21st instant, at 8 a.m. The M.M. str. Armand Behic, with the French Mail of the 25th ultimo, and mails from London of the 26th ultimo, will leave Saigon on the 21st inst., at 10 p.m., and will probably arrive here on the 24th instant p.m., and will leave for Shanghai and Japan on the afternoon

of Monday, the 25th iustant. The Indo-China str. Fooksang left Calcutta for this port via the Straits on the 18th instant.

she is due to arrive at 6 a.m. on the 21st inst.

on the 17th inst.

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REUTER'S SERVICE TO THE "HONGKONG DAILY PRES."

THE KING'S INTERVENTION IN POLITICS.

KEIR HARDIE'S INSOLENCE.

London, October 20th.

Mr. Keir Hardie, a Socialist it was not true that the King was intervening with regard to the Budget

The King, he said, can be tolerated while he remains outside politics, but the moment he begins to interfere, the Crown will go into the melting pot with the coronets of the Peers.

#### DEATH OF A FAMOUS ITALIAN.

London, October 20th. The death is announced of Signor placed by a new one. The programme will Gesare Lombroso, Alienist-Professor Psychiatry of the University of Turin, and a prolific writer scientific questions.

THE TSAR'S TOUR.

London, October 20th. The Tsar has gone to Odessa, en

His Majesty is accompanied by Isvolsky, Minister for Foreign

The Tsaritsa remains at Livadia.

A POLITICAL CONVERT.

LONDON, October 20th. Lieut-Carlyon Ballairs, M.P., has joined the Unionist Party because of the Socialistic tendencies of the Budget. He has declared himself to be

in favour of Tariff Reform. OXFORD LOCALS AND FEMALE EDUCATION

Senior Examination, and, not satisfied with that, | coolies who, were abound at the time. with distinction. The Examination was held ed to Oxford, and the results have just been

#### STEAMER ASHORE ON THE PARACELS.

Yesterday Mr. Eitzen, the Norwegian Consu at Hongkong, received a telegram from the captain of the Norwegian steamer Ragnar informing him that the vessel was ashore on the Paracels and that the officers and crew were starving. The telegram, which was despatched from Tamky in Tonkin stated that Captain Augensen and his wife, accompanied by one officer and two of the crew, had made their way in a small boat from Pattle Island to the Bay of Anhoa. They had experienced great privations, and, as the telegram indicated, the officer and crew left on the steamer were also in dire straits. A request was made for immediate assistance. The captain also mentioned in his cable that

one of the officers had died from typhoid. The Ragnar, which is owned by Messrs. Wiel and Amundsen, of Friedrikshald, Norway, has a tonnage of 2,070 tons. She is manned by three officers and a crew of about

On the circumstances being reported to Commodore Lyon he endeavoured to get into wireless communication with the Flora with a view to getting the cruiser to proceed to the assistance of the unfortunate people, but as no response was received, negotiations were sub sequently entered into for a steamer to go to

THE PRINCE OF WALES'S VISIT TO SOUTH AFRICA.

A correspondent sends to the Times the following extract from a private letter written by an English settler in Orange River Colony :- "I hope it is true that the Prince of Wales is coming out next year to open the new United Parliament and I trust he will be shown to the Boer and and may be expected here on or about the 3rd native population, which would not be the case if he were simply taken to Kimberlay, Bloem. The cargo of Silk shipped on board the M.M. fontein. Johannesburg, and Pretoria. If he str. Australien, which left this port on the 14th | could motor through different parts of the count ultime was delivered in Lyons on the 18th inst. try it would, I believe, do some good 'I only The C.P.R. str. Empress of Japan arrived discovered yesterday, through one of my boys Shanghai at 3 a.m. on the 19th instant, and left that the general idea is that Botha is King of again at 10 p.m. same day for Nagasaki, where | South Africa. I was showing him the King's photograph, and when I asked who it was, he The C.P.R. str. Empress of China arrived said. Edward, your King. I corrected him Yekohama at 11.30 a.m. on the 20th instant, and told him he was 'onie' (our) King. But and left again at 5 p.m. same day for Kobe, he said that pould not be, Botha was King of where she is due to arrive at 5 p.m. on the 21st | South Africa, and he h w it was true as he had lately been in the Transvasi, where he had The Bank Line str. Suveric sailed from Kobe heard it. I doubt very much if I convinced him,

THE TYPHOON.

The impressions formed on Tuesday that the typhoon of that day was not of the severity unfortunately experienced in the Colony before were well founded. Subsequent inquiries showed. Before His Honour Mr. H. H. J. Gompertz that the wind never actually reached typhoon force its greatest velocity was 75 miles on hour at eleven o'clock on Tuesday nightand with that fact before us it is not. surprising that the results are trifling comparison with previous visitations of the same nature. So far as can be ascertained been informed that a cargo boat and three sampans were driven ashore at Tsimchatsoi and member of the House of Commons, a typhoon, was on this occasion remarkably speaking at Sunderland, said he hoped heavy, there being 10.93 inches recorded in the twenty-four hours ending at 10 o'clock yesterday morning. The tide on Tuesday night was exceptionally high, so high that it was responsible for a number of yachts drawn up on and tossed in various directions over the yard.

The Peak tramway service was resumed yesterday morning at seven o'clock. The electric Attorney-General, instructed by Mr. H. L. trams in town were unable to resume running Dennys, Jr., from the office of the Crown Solicibefore ten o'clock, as the lines had to be cleared tor, prosecuted, and prisoner was undefended. of debris. The Kewloon ferries started running at six o'clock and the early launches took across | and jury that the prisoner, at the bar was intrying experience.

damage to property was done. In addition tion of the Star Ferry matshed, the Harbour Department jetty, the Corinthian Yacht Club jetty, the grand stand of the Hongkong Football Club at the Happy Valley-there have to be added to the list the unroofing of Mount Road. Kowloon enjoyed the same immunity. There a considerable number of trees were uprooted or denuded of most of their branches, but property as a whole was undamaged. At Kowloontsai the paddy which was ripe for

harvest has been practically destroyed owing to the large area under cultivation having been submerged. A report from the New Territory states that several of the railway matcheds in the neighbourhood of Taipo have been blown HARBOUR ITEMS.

The most serious damage throughout the blow occurred on the harbour and along the waterfront. At the Quarry Bay Shipyard the steam launch Taikoo Shing was badly battered on the slipway and sank. The Government To Miss Wan Shuk Ching, of St. Stephen's | Works courageously made himself fast to a line, Girls' College, belongs the honour of being the struck out boldly for the dredger, which he first Chinese girl student to pass the Oxford | boarded, and succeeded in saving some forty Miss Wan has succeeded further in passing | junks were washed high and dry on the beach | at Stonecutters, three dust beats sank off the in Hongkong in July last, the answers forward- | Police Station at Yaumati, and two small cargo boats, which were lying east of the police pier at the same place, were badly damaged. The third engineer of the Hupeh, which vessel was lying in Kowloon Docks, slipped and fell near the bilges, and dislocated his shoulder. When the gale had subsided somewhat, the doctor from the Chiyo Maru boarded the docked vessel and attended to the injured man. A coolie on the same steamer fell down the hatchway and injured his thigh.

> Those who remained on board vessels in the harbour had stories to tell of anxious moments and slight damage. The sailing ship Lyndhurst, which was lying in the western part of from a money loan association. the harbour, dragged her anchors and collided with the s.s. Hongkong Maru. The damaged her jibboom and the fittings of her port bow, and also the boat deck and one of the lifeboats on the steamer. The steering gear of the Portuguese gunboat Patria, which was lying near Laichikok, was broken. The buoy to which the Government launch Stanley is moored broke adrift, but was eventually recovered. A strong gust-of wind supped the ring of the buoy to which the Miyasaki Maru was moored, and that vessel went adrift in the height of the storm. Two anchors were promptly run out, however, and the vessel held until the typhoon had passed.

The Captain of the French river steamer Charles Hardouin, which arrived in port from Canton yesterday, reported that the wreck of a large junk was showing three cables south of Piller Point, four feet of the mast being above the water line. There was also a large quantity of wreckage all the way from Tiger Island to Pillar Point, but the bulk of it was in the vicinity of the Taishan Customs Station. The report issued by the Observatory yester-

day mentions that Gap Rock reported ful typhoon force from the N. E. on Tuesday as early as 2 p.m., the barometer reading 29.02 The typhoon is believed to have entered the land west of Macao about midday yesterday. A telegram from the Manila Observatory to

the American Consulate General Hongkong. received at 12.20 yesterday reported a typhcon near or over the Western Carolines almost

How to BE BEAUTIFUL-Keep your complexion, Mrs. Ellen's Crême Charmante, Lai Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Specialities for the Skin are the study of a iletime. A. S. Watson & Co. Ltd. Sole Agents.

SUPREME COURT.

Wednesday, October 20th.

IN CRIMINAL JURISDICTION. (ACTING CHIEF JUSTICE).

FIFTEEN YEARS' IMPRISONMENT. The hearing of the charge preferred against T. Shaminsky, of carnally knowing a girl eight

years of age, concluded yesterday. After an hour's retirement the jury returned no loss of life has taken place—at least none has a verdict of guilty, and his Lordship sentenced been reported, though the water police have the accused to fifteen years' imprisonment with hard labour.

When the prisoner heard the verdict he wrecked. The rain, which usually accompanies | collapsed, and had to be carried from the Court. ALLEGED FORGERY.

Tam Pak alias Tam Shiu Nam was indicted

on charges of forgery.

Prisoner pleaded not guilty, and the following jurors were called :-Messrs. C. E. Warren (foreman), C. Makeham, Tong Tze Sam, B. Ah King's slipway being lifted off the slips K. Mehta, J. Cruickshank, J. E. Danelsen and E. A. G. May.

The Hon. Mr. W. Rees Davies, K.C.,

The Attorney-General informed the Court the harbour many tired residents who had been | dicted on charges of forging and uttering two stranded. Almost a hundred Kowloonites were | bills of exchange, one on the Deutsche Asiatische detained in the city; many Peak residents also Bank for \$1,265, and one on the Hongkong and spont the night below, but a large number of Shanghai Bank for \$100. Both bills were the married men braved the elements on Tues. payable to the Chun Shun-Wo firm of Caliday afternoon and climbed up, but had a very fornian merchants, of Des Voeux Road Central. On September 18 the managing partner of this The telephone service has suffered consider- firm received a letter addressed to the assistant able interruption, especially in the upper levels, manager which contained two seconds of exchange. and many houses have been deprived of their These were chopped with the firm's chop, and telephone communication. Still, very little given to the assistant manager, who took them to the banks mentioned. Both banks refused to to the losses mentioned yesterday -the destruc. | honour the bills, and subsequently the manager went to the banks and was shown the two first bills of exchange. On examination of these he would say that he found the firm's chop had been forged, and that the signature was in the handwriting of the prisoner, who was the son of Gough Police Station and a landslip at Conduit the assistant manager. It appeared that the prisoner had formerly lived in the prosecutor's shop, and was well known to the manager, who identified the handwriting on the bills. Further-more, the assistant manager would say that the handwriting was that of his son. In both cases a forged chop had been used. A letter coolie would tell the jury that when he got to the shop the prisoner asked to see some letters he was carrying, and took one from the bundle, saying that it was for him, and sent from a relative in America. This letter was received just before the prisoner presented the two bills for payment. The father would inform them that his son had no relative in America, and was in possession of no money except the pocket money with which he supplied him. Information was laid with the police, and dredger St. Enoch was blown across the bay the prisoner was arrested on September 3rd at and washed ashore near the Sugar Works. No. 9, Wanchai Road, where he was apparently While the craft was drifting helplessly in the living with a woman. The police had much rough sea, a Chinese joiner from the Taikoo difficulty to get into the house, and the woman did all she could to screen the prisoner and prevent the police from arresting him. The accused was eventually caught on the roof. In the house large quantities of newly purchased articles and \$700 in money were found. The woman was originally charged with receiving.

> After hearing the evidence, the jury returned a verdict of guilty, and His Lordship sentenced the prisoner to three years' imprisonment with hard labour.

stolen money, but that charge had since been

The Attorney-General applied for the restitution of the goods and money seized in the house where the defendant was arrested.

At this stage the woman with whom the prisoner was said to have been living shouted out in the body of the Court, and was called forward. She told his Lordship that the money seized belonged to her, as well as the other articles, which she bought with money received

His Lordship said it might be a novel procedure, but he thought the best thing would be to allow the money to remain in Court, and the firm could sue the woman. He then asked the the woman if she also claimed the jewellery.

She said she did, as she handed the prisoner the money to buy it.

His Lordship—I think the complainant firm had better bring a civil action in the Summary Court. That will be the best way to settle it

The Attorney-General - Supposing your Lordship were to order that the property should remain in Court, with leave to either party to

His Lordship decided on this course, and said he would take the application on Saturday.

PRINCE HSUN IN HONGKONG.

Yesterday the warships in the harbour were decorated in honour of His Imperial Highness Prince Heun, who, with a party including Admiral Sah, Sir Chentung Liang Cheng, Messrs, Chao Feng. Chang and ten other attaches, is on his way to Europe to make a study of naval matters. The Prince and party were passengers on the German mail steamer Luctzow, which did not enter the port on Tuesday but sought a safe anchorage at Junk Bay, but the weather was so unpropitious yesterday that the official landing was abandoned as well as the luncheon at Mountain Lodge arranged by H.E. the Governor in honour of the distinguished

The party will disembark at Genoa and proceed direct to London. Visits will then be paid to Paris, Rome, Vienna, Berlin and St. Petersburg in the order named. The return journey will be made via Siberia, and His Highness expects to reach Peking about the middle of January. In March he will resume his travels and visit Japan and America.

It is reported by the Shipping Gazette that sailing ship of their own for the purpose of tributed to it turns out to be correct it will head of cattle to replace these lost by death, etc. thus be only reverting to a practice deemed The accounts, you will observe, show that the essential in times gone by. The Norddoutscher- value of buildings and property have increased Lloyd Company has for some time past owned by some \$42,000, which is partly accounted for a couple of training ships, and the Belgians also have one.

Both the Hamburg-America Line and the North German Lloyd have recently issued interim statements indicating that they are recovering substantially from the disastrous effects of last year's shipping crisis. The Hamburg-America Line says: "This company has to-day, as the result of current operation. over £975,000 available funds, despite the fact that we have paid during the course of the year on account of new vessels building £775,000, several hundred thousand pounds of which were not due until after the year 1909." Similarly favourable reports are made by the North German Lloyd, which states that both passenger, steerage, and freight traffic for the first eight months of 1909 have revealed a vast improvement over last year.

A largely attended meeting of company and Lloyd's underwriters was held at the Institute of London Underwriters last month to consider the question of future-rates on time business, It was resolved that in the case of tramp steamers on which premiums were raised at the last renewal by 10 per cent, a further increase of 10 per cent. should be asked, but that in cases where no previous rise had taken place an increase of 20 per cent. should be charged. These terms, it was agreed, should apply also to foreign-owned tramps. It was further resolved that an amount not exceeding 10 per cent. of the value might be insured as disbursements; this follows the practice already applicable to American hulls. In the case of liners which have produced favourable results it was agreed that rates should be 10 per cent. higher than those recently charged. Another resolution was passed providing that in the case of both tramps and liners values of policies now running should be maintained, and that where the value is decreased an additional premium, proportionate the same space. The statements to the decline in value, should be charged. | credit to any experienced house-boy. These important resolutions are to take effect forthwith.

The Third International Shipping Conference was opened at Brussels on the 28th ult. Twenty-five nations are represented, the British delegates being Sir Arthur Hardinge, British Minister to Belgium, Sir William Pickford, Judge of the High Court, King's Bench Division, Mr. Leslie Scott, barrister, and Mr. Hugh Godley. The gathering has www wofold object : to examine in detail the two conventions drawn up at Brussels upon collisions at sea and assistance rendered, and to hold a preliminary discussion on the proposals put forward regarding the privileges, claims and responsibilities of shipowners.

The alleged unreliability of lasear crews has again formed the subject of a question in Parliament, in consequence of reports alloging cowardice on the part of the lascar members of the crew of the steamship Umbali which went ashore five miles from Cape Point on the night of September 15. The President of the Board of the Trade said that pending the result of the inquiry into the casualty he prefered to say nothing as to the conduct of the lascar seamen when the wreck occurred. The records of previous wreck inquiries did not support the view that lascar crews are useless in time of danger, and while British passenger vessels when leaving the United Kingdom are required to be properly manned there is no discrimina. tion against lascar seamen nor did he propose to course, bound in course of time to come to an introduce legislation with the object of prevent. ing the employment of such seamen when competent. He referred to the report of the 100 years and its price from about seven Departmental Committee which sat under Bir guineas upwards. Francis Jeune's (afterwards Lord St. Helier) chairmanship in 1902 and 1903, which found no objection to the employment of lascar seamen in the British mercantile marine. Mr. Churchill added that any attempt to prohibit the employment of lascar seamen would cause serious injury to the commercial interest of the country.

A new oil tank steamer for the Toyo Kisen Kaisha has just been launched from the his Majesty's visit to Windsor. Tatagami slip of the Mitsu Bishi Dockard and Engine Works at Nagasaki. The vessel was named the Kiyo-maru and the ceremony of releasing her from the slip was performed by Mr. M. Hara, Superintendent of Toyo Kisen Kaisha. The keel of the Kiyo-maru was laid place in Lisbon early in April next. According down on March 4th, 1909, and, according to contract, she is to be delivered to the Toyo November 5, going first to Madrid, where he letter from New Zealand to Italy, yet from Kisen Kaisha, for which she is being construct will spend six days. From Madrid the King will | England to Italy the charge is 21d. per letter ed, in December next. Her dimensions, etc., travel incognito through France to Cherbourg, for postage. on completion, will be: Length, 470ft.; where the French fleet under Admiral Aubert We want an Imperial as well as Beam, 56ft. 6 in.; Depth, 41ft.; gross tonnage, will be assembled in his honour, and will fire a Post Office in this country.—I am, you be bedient 9,320 tons; I.H.P. 8,509; speed, 12 knots. royal salute. At Cherbourg King Manuel and servant, Engines, triple expansion (one set single screw). his suite will embark for Portmonth, being Boiler, four single-ended, Howden's forced escorted across the Channel by two British

COMPANY MEETING.

THE DAIRY FARM CO., LTD.

The thirteenth ordinary yearly meeting of Mr. E. Osborno presided, and there were also present : Messrs, E. H. Hinds and F. Maitland (directors), J. Walker (Manager), M. Manuk (Acting Secretary), J. M. E. Machado, H. L. Fletcher, J. McCubbin and Chan Tong.

Pokfulum which we thought advisable to buy. We have opened a branch at Quarry Bay and judging by initial results this has evidently supplied a needed want. Your Directors have considered it advisable to continue the policy of and have now, subject to your approval, written

will continue to keep expenditure within reasonable bounds. Before proposing the sloption of the report and accounts I shall be pleased to answer any questions you desire to put. No questions were asked, and the CHAFFMAN proposed the adoption of the report and accounts

Mr. FLETCHER seconded, and the motion was carried unanimously. On the motion of Mr. McCubbin, seconded by Mr. Machado, Messrs. F. Maitland and E. H.

Hinds were re-elected to the directorate. Mr. W. Hutton Potts was reappointed additor, on the motion of Mr. CHAN TONG, seconded by Mr. McCubbin.

The CHAIRMAN-Thank you, gentlemen, for coming on such a very unpropitions day. Dividend warrants will be ready to-morrow.

MANDARIN COATS IN LONDON.

A London correspondent sends us the following with the remark that he doubts if even the President of the Board of Trade could get as many "terminological inexactitudes" into to be our best is therefore : T. E. Pearce, Capt.

CHEERFUL CHINEE. SELIS HIS OLD COATS TO SOCIETY BELLES. The list of presents at a very fashionable wodding the other day included an antique embroidered Chinese coat for the bride.

A Morning Leader lady representative who made inquiries at Liberty's yesterday afternoon on the subject of these Celestial garments was informed that the firm had imported them for the past 15 or 20 years, but that it was only recently that there was a distinct boomin them. "The mandarin's coat is really the Chinese Court dress, and is worn by both men and

ROYAL YELLOW. The most sought after colour by connoisseurs is yellow, which is worn only by the royal family. A very deep indige purple, which looks black at night, and red are the popular colours. White is rare, since it symbolises mourning, and a good

green is very expensive. These coats are hand embroidered in the most exquisite designs, the silk both of the coat and the embroidery being vegetable dyel in the older examples.

The Chinese are unequalled in the art of needlework, and some of the examples shown are marvellous in conception and execution, at least 12 months being spent over the work on a single coat.

THE CHINESE "UNCLE." The coats are originally lined with far, but few reach this country in that state. The fur is removed before the coat goes to the Chinese pawnshop: where the agent buys it. Each coat before leaving China is treated with borax, and on arrival at Liberty's is baked at their dyers'. Some of the coats are in such poor condition that they have to be turned into oushion or

piano covers. The supply of the finer specimens is, end, and as regards antiquity it is difficult to gauge the date of a coat accurately. The ordinary age of an old coat will range from 25 to

MYSTERY OF A ROYAL ENGAGE.

KING OF PORTUGAL AND PRINCESS. ALEXANDRA.

It is stated on the authority of "a dignitary of the Court" at Lisbon that King Mannel's betrothal to Princess Alexandra, the elder daughter of the Duke of Fife, has been arranged, declined to reciprocate. and that the official announcement will be madeon November 15, the King's birthday, during

The King's plans for his visit to England has charge of the arrangements.

that the Seculo, which is usually well informed, country to Australia will continue to be 4d. declares that King Manuel's marriage will take per lb. to this journal the King's tour willoccupy three It is the only country in the world that enjoys weeks. His Majesty will leave Lisbon about universal Penny Postage. You pay only ld a

LOCAL SPORT.

At last a real start has been made in fir.t shareholders in the Dairy Farm Co., Ltd., was class cricket, and not a day too early. The held at the Company's Depot, No. 2, Lower match held on the Club ground on Saturday was Albert Road, at 12.30 p.m. yesterday. How not productive of anything like big scoringcertainly not sufficiently to give us very bright hopes of doing well during the coming tourney, but bowlers generally strike form earlier than batsmen and it is probable better scoring will be seen in a week or two. For the honour of the The Secretary read the notice calling the Colony it behaves all "Possibles" to get much practice at the nets as can be The CHAIRMAN said: -Gentlemen, with your aged. With that end in view the selecpermission I will adopt the usual custom and tion committee might follow the same rule desirability of inaugurating an ocean-going take the report and accounts as read. It is which they adopted last year, and issue invitagratifying in these days of commercial depres- tions to all the League clubs to send two training junior officers. The fact is recalled sion, to be able to lay before you a by no means representatives to the Club ground for practice that this would be no new departure on the part | unsatisfactory statement, and to report that we at the nets. There were three players who of the company in question. Years ago it had have been fortunate during the past twelve might have been playing on Saturday with a its own training ship, the Haddington, if we months in the general health of our herd. We view to their selection—Brett, who followed remember rightly, and if the intention at- found it necessary, however, to purchase a few close last year upon Bird's bowling average in best wicket-keepers in the Colony and a bat usually to be depended on, and Reed, a good by our having acquired the land on which the exception of the three mentioned and Capt. him with its hind feet, while its fere paws were prowling lion. The stations at which the train this building stands, also some farm acreage at Garnett, who played in a League match on on the seat, as it killed the unfortunate English stopped were neat and attractive, and besides bowler and when in form a forcing bat. Capt Baird and W. T. E. Oliver opened the disturbance, leaped out of his bunk actually particulary well, the former as usual giving a good account of himself. Oliver instified the good opinion formed of his cricket writing down the cost of stocks and property at the latter end of last season. In addition to compiling a useful 15 he secured the bowling off \$17,072.33. Our expenses, as might be honours of the day, getting five wickets for 22 expected with a growing business, are increas- runs. Hutchison's score was a useful one, being ing, and there is unfortunately a continual second only to Baird's. It is pleasing to see advance in cost of foodstuffs, added to which | Pearce back to his old form, though it was improvements that are continually unfortunate that he should have been run out being carried out on the farms, call for a just as he appeared to be well set. Fowler further outlay. This matter, however, receives played good cricket, both with bat and ball. With the latter he did particularly well, his careful attention from your Board, who, with record being nine overs, three maidens, 19 runs the help of your able manager and his staff, and three wickets. He has undoubtedly improved as a trundler. Edwards shaped well, although his score was, not a big one. His fielding was brilliant as u sual.

> With the result of Saturday's match before us it may be in eresting to glance at the prospective team with a view to forming some idea as to what our team is going to be in the struggle to get back the ashes. It appears that we have plenty of medium bowlers, but none who stand out as being very fast, and a fast bowler is a useful member of any team. On the other hand, we have two very good break bowlers in Bird and Garnett, Fowler and Bairil are good medium pace bowlers, and Oliver, Pearce and Hutchison as useful changes. Power should certainly get a place for his wicket-keeping and is one of the best bats outside the Club team. Edwards has always justified his inclusion in previous interport matches, and as he appears to have improved he should also be a certainty. The selection that appears Baird, Capt. Garnett, R. E. O. Bird, W. H. E. Oliver, E. A. Fowler, W. N. Edwards, S. M. Power, R. O. Hutchison, W. C. D. Turner and Makin or Shenton.

The only League match that took place on Saturday was between the R.G.A. and Kowloon. The latter made a very weak stand and will need to pull themselves together if they want to win matches this season. Nineteen runs for a team that a year or two ago were almost good enough to play the Club shows a degeneration. Capt. Beasley made a creditable score, and Sergt.-Maj. M. Owen played a very good innings. It is to be regretted that the latter sportsman is shortly leaving the Colony. Bagnall and Capt. Garnett with the ball were almost unplayable and will probably be responsible for similar collapses before the end of the season.

> WANTED-AN IMPERIAL POST-MASTER-GENERAL.

"REFEREE.

-Following is the letter recently addressed by Mr. J. Henniker Heaton to the Times, referred to in a recent Reuter's telegram:

Our postal and telegaphic arrangements with the 60 Colonies, States, Commonwealth, and Dominions of the Britons beyond the seas continue to arouse general dissatisfaction. Let me. verv briefly, give a few examples. Canada, through the Canadian Postmaster-General, asked for a cheap newspaper and magazine post from the Mother Country. The reasons given were to counteract the pernicious influence of Yankee "literature" and to keep up and sustain patriotic interest with Great Britain and Ireland. In scathing terms the present ideal Governor-General of Canada announced that this request had been granted by the British Postmaster-General, but at Canada's expense. A meaner action could not be imagined. relations, now triumphantly points to the vermin, to be shot in any numbers at any time;

By the last Australian mail the Postmaster-General of Australia announces that all newspapers and magazines from Commonwealth will be conveyed at the postal are not yet completed. The Marquis de Soveral rate of 1d. per lb. from there to the United Kingdom, but the rate for sending The Central News Lisbon correspondent states | The Times and all other newspapers from this

New Zealand sets us another bright example.

J. HENNIKER HEATON.

House of Commons, Sept. 24.

AFRICAN GAME TRAILS.

BY THEODORE ROOSEVELT.

(Continued from 20th.)

The most thrilling book of true lion stories Pleistocens!) Patterson's " Man-eaters ever written is Colonel of Tsavo." Colonel Patterson was one of the engineers engaged, some ten or twelve years back, in building the Uganda Railway. He was wires and a pole in crossing the track, and in charge of the work, at a place called Tsavo, elephants have more than once, performed the when it was brought to a complete halt by the ravages of a couple of man-eating lions, which, giraffes have been run into and killed; once a after many adventures, he finally killed. At rhinoceres was killed, the engine being damaged the dinner at the Mombasa Club I met one of in the encounter; and on other occasions the the actors in a blood-ourdling tragedy which rhino has only just left the track in time, Colonel Patterson relates. He was a German, in company with an Italian friend, he went down in the special car of one of the English railroad officials to try to kill a maneating lion which had carried away several people from a station on the line. They put the car on a siding. As it was hot, the door was left open, and the Englishman sat by the open window to watch for the lion, while the Italian finally lay down on the floor, and the German got into an upper bunk. Evidently the Englishman must have fallen asleep, and the lion, seeing him through the window, entered the carriage by the door to get at him, The Italian waked to find the lion standing on or badly hurt by, or narrowly escapes from, to on to the back of the lion. The man-enter, however, was occupied only with his prey. Holding the body in his mouth, he forced his way out through the window sash, and made his meal undisturbed but a couple of yards from the railway carriage.

A GREAT GAME RESERVE.

only Selous, and we travelled with the utmost harmed tracts of wild nature, with thereon the hairdresses and masses of metal ornaments on wild things the destruction of which means the their arms and legs. destruction of half the charm of wild nature. The English Government has made a large game reserve of much of the region on the way points; it was strange to see a group of these to Nairobi, stretching far to the south, and one mile to the north of the track. The reserve and filed teeth, armed with primitive bows and swarms with game; it would be of little value arrows, stand gravely gazing at the train as it except as a reserve, and the attraction it now

consequence to the whole Colony. of value; and in consequence there are more share of good hunting, and the number of of the citizen. Game reserves should not be could inflict upon themselves such crippling and established where they are detrimental to the pointless punishment. interests of large bodies of settlers, nor yet. should they be nominally established in regions so remote that the only men really interfered

BEASONABLE GAME LAWS.

and that man could continue to exist if all wild incompatible with the interests, or, indeed, the herd of zebra clattered across a cutting of the Excellency, or his advisers, conveniently refrains existence, of the cultivator. As in most other line not a hundred yards ahead of the train; matters, it is only the happy mean which is the whistle hurried their progress, but only for have received during the past two years by way healthy and rational. There should be certain a moment, and as we passed they were already of the tax of four cents per hundred dollars on sanctuaries and nurseries where game can live turning round to gaze. The wild creatures the many millions of capital of the limited and breed absolutely unmolested; and elsewhere | were in their sanctuary, and they know it. the laws should, so far as possible, provide for | Some of the settlers have at times grumbled | the continued existence of the game in sufficient at this game reserve being kept of such size, only exceeds the hypothetical loss referred to ing on fair terms to any hardy and vigorous sions the country could have. The lack of Shanghai, over which the promoters of this not of soundness of heart.

In the creation of the great game reserve through which the Uganda Railway runs, the British Government has conferred a boon upon mankind, and no less in the enactment and enforcement of the game laws in the African provinces generally. Of course, experience will show where, from time to time, there must be changes. In Uganda proper buffaloes and hippos throve so under protection as to become sources of grave danger, not only to the crops, but to the lives of the natives, and they had to East African game while at the same time safeguarding the interests of the settlers. LOCOMOTIVES' ADVENTURES.

a comfortable seat across the cow-catcher, and pains which must be undergone in order to on this, except at meal-time, I spent most of provide groups of mounted big animals from to-day is as follows: the hours of daylight, usually in company with far-off lands, such as we see in museums like Selous, and often with Governor Jackson, to the National Museum in Wastington and the whom the territory and the game were alike American Museum of Natural History in New many wild animals, but birds abounded, and the that in some of its branches his profession, South coast of China between E. winds, strong. scenery was both beautiful and interesting. A while more than ever a science, has also be-

hands; guines fowl and francolin, and occasionally bustard, rose near by; brilliant rollers, sunbirds, bee-eaters, and weaver-birds flow besideus, or sat unmoved among the trees as the train passed. In the dusk we nearly ran over an hyens. (A year or two previously the train actually did run over a lioness one night and the conductor brought in her head in triumph. In fact, there have continually been mishaps such as could only happen to a railroad in the

The very night we went up there was an interruption in the telegraph service due to giraffes having knocked down some of the same feat. Two or three times, at night, once the beast being struck and a good deal hurt, the engine again being somewhat

But the lions now offer, and have always offered, the chief source of ampleasant excitement. Throughout East Africa the lions continually take to man-eating at the expense of the native tribes, and white hunters are continually being killed or orippied by them. At the lonely stations on the railroad the two or three subordinate officials often live in terror of some fearsome brute that has taken to haunting the vicinity; and every few months, at some one of these stations, a man is killed,

COSTUMES OF THE COUNTRY.

Some of these might be dressed in the foz and shirt and trousers which indicate a coming under the white man's influence, or which, rather curiously, may also indicate Mohammedanism. But most of the natives are still wild pagens, and many of them are unchanged The day after we landed we boarded the train in the slightest particular from what their to take what seems to me, as I think it would forefathers were during the countless ages when to most men fond of natural history, the most they alone were the heirs of the land-a land interesting railway journey in the world. It which they were utterly powerless in any way was Governor Jackson's special train; and in to improve. Some of the savages we saw wore addition to his own party and ours there was red blankets, and in deference to white projudice draped them so as to hide their comfort through a naturalist's wonderland. All nakedness. But others appeared—men and civilised Governments are now realising that it women-with literally not one stitch of clothis their duty here and there to preserve un- ing, although they might have rather elaborate

In the region where one tribe dwelt all the people had their front teeth filed to sharp saveges, stark naked, with oddly-shaved heads rolled into some station; and none the less offers to travellers renders it an asset of real strange, by the way, because the locemotive was a Baldwin, brought to Africa across the The wise people of Maine, in our own country, great ocean from our own country. One group have discovered that intelligent game preserva- of women, nearly nude, had their upper arms so tion, carried cut in good faith, and in a spirit tightly bound with masses of bronze or copper of common sense as far removed from mushy wire that their muscles were completely malsentimentality as from brutality, results in formed. So tightly was the wire wrapped adding one more to the State's natural resources | round the upper third of the upper arm that it was reduced to about one-half of its normal moose and deer in Maine to-day than there | size, and the muscles could only play, and that wore forty years ago there is a better chance in deformed fashion, below this unyielding for every man in Maine, rich or poor, provided metal bandage. Why the arms did not mortify that he is not a game butcher, to enjoy his it was hard to say; and their freedom of use was so hampered as to make it difficult to undersportsmen and tourists attracted to the State stand how men or women whose whole lives are adds very appreciably to the means of livelihood passed in one or another form of manual labour

RAILWAY JOURNEY THROUGH A " ZOO." Next morning we were in the game country, with are those who respect the law, while a and as we sat on the seat over the cow-catcher premium is thereby put on the activity of the it was literally like passing through a vast unscrapulous persons who are eager to break it. zoological garden. Indeed, no such railwa journey can be taken on any other line in any other land. At one time we passed a herd of a Similarly, game laws should be drawn dozen or so of great giraffes, cows and calves, canprimarily in the interest of the whole people, tering along through the open woods a couple zeeping steadily in mind certain facts that of hundred yards to the right of the train. ought to be self-evident to everyone above the Again, still closer, four waterbuck cows, their intellectual level of those well-meaning persons big ears thrown forward, stared at us without who apparently think that all shooting is wrong moving until we had passed. Hartobeests were everywhere; one herd was on the animals were allowed to increase unchecked, track, and when the engine whistled they There must be recognition of the fact that bucked and sprang with un gainly agility, and almost any wild animal of the defenceless type, galloped clear of the danger. A long-tailed if its multiplication were unchecked while its straw-coloured monkey ran from one tree to natural enemies, the daugerous carnivores, were snother. Huge black estriches appeared from killed, would by its simple increase crowd time to time. Once a troop of impalla, close man off the planet; and of the further fact by the track, took fright; as the beautiful is made up, and how part can so conveniently that, far short of such increase, a time speedily creatures fled, we saw now one and now comes when the existence of too much game is another bound clear over the high bushes. A

numbers to allow a reasonable amount of hunt- but surely it is one of the most valuable possess- by his Excellency, but is an absolute gift from man fond of the sport, and yet not in sufficient water in parts, the prevalence in other parts of numbers to jeopard the interests of the actual disease harmful to both civilised man and the lamblike way this addition to their finances settler, the tiller of the soil, the man whose well- domestic cattle, render this great tract of has been presented to them, and for which it is being should be the prime object to be kept in country the home of all homes for the wild doubtful if they have any just claim. When orimind by every statesman. Game butchery is as creatures of the waste. The protection given objectionable as any other form of wanton these wild creatures is genuine, not nominal; cruelty or barbarity; but to protest against all they are preserved, not for the pleasure of the obtaining whatever privileges attach to regishunting of game is a sign of softness of head, few, but for the good of all who choose to see this strange and attractive spectacle; and from this nursery and breeding-ground the overflow keeps up the stock of game in the adjacent land, to the benefit of the settler, to whom the conferred; the sooner the companies concerned game gives fresh meat, and to the benefit of the whole country, because of the attraction it furnishes to all who desire to visit a veritable

happy hunting-ground. ~ A WELL-EQUIPPED CARAVAN.

Soon after lunch we drew up at the little station of Kapiti Plains, where our safari was the above-described manner in his private be taken off the protected lists and classed as awaiting us, "safari" being the term employed enormous, the unparalleled success of the news- and only the great demand for ivory prevented caravan with which one makes an expedition paper and magazine post from this country to the necessity of following the same course with and the expedition itself. Our aim being to Canada! Yet Canada bears the entire burden | regard to the elephant; while recently in cure and send home specimens of all the com- Macao. and the British Post Office takes its old profits. British East Africa the increase of the zebra- mon big game—in addition to as large series A few years ago New Zealand established a and the harm they did to the crops of the as possible of the small mammals and birds—it settlers, rendered it necessary to remove a large was necessary to carry an elaborate apparatus Britain and Ireland. The British Post Office | measure of the protection formerly afforded of naturalists' supplies; we had brought with them, and in some cases actually to encourage us, for instance, four tons of of fine selt, as to their slaughter; and increase in settlement may cure the skins of the big beasts is a herculean necessitate further changes. But, speaking labour under the best conditions; we had hungenerally, much wisdom, much foresight, highly dreds of traps for the small creatures; many creditable to both Government and people, have boxes of shot-gun cartridges, in addition to the been shown in dealing with and preserving ordinary rifle cartridges, which alone would be necessary on a hunting trip; and, in short, all the many impediments needed if scientific work is to be properly done under modern

On our train the locomotive was fitted with | Few laymen have any idea of the expense and black and white hornbill, feeding on the track, come an art. So our preparations were neces- South coast of China between) rose so late that we nearly caught it with our sarily on a very large scale; and as we drow up

By Bolling Grease-Skin All Came Off One Side of Face and Head-Tried an Ointment which Made It All Fester -- Wee Sufferer Seemed Disfigured for Life.

CURED WITHOUT A MARK BY CUTICURA

"About a year and eight months ago my baby, aged ten months, was sitting on the mat beside the fender and we were preparing the breakfast when the frying pan full of boiling greese was upset and it went all over one side of the baby's face and head. One of the family ran and wiped the scald with a towel and you may think what a mess she made, pulling the entire skin off. We took her to a chemist who told us to get a doctor, which we did. He tended her a week and gave me some stuff like lard to put on. But it all festered and I thought the baby was disfigured for life. woman close beside me told me to try Cutiours Cintment. I used shout three boxes and it was wonderful howit healed. In about five weeks it was better and there ween't a mark to tell where the scold had been. People used to ask me if that was the baby that was scalded and they would hardly believe me when I told them she was and what oured her face. Her skin is just like velvet and I have never been without Cuticura since. Cuticura cured three other children of ringworm besides, so I have good cause to thank it for what it has done. Mrs. Hare, 1, Henry St., South Shields, Durham, England, March 22, 1908.

CUTICURA

World's Favourite Emoillent, A single anointing with Cuticura Ointment, preceded by a hot bath with Cuticura Scap and followed in the severer cases by a dose of Cuticura Pills, is often sufficient to afford immediate relief in the most distressing forms of torturing, disfiguring, itching, burning-and scaly humours, eczemas, rashes and irritations, permit rest and sleep and point to a

speedy cure when all else fails. Cuticum Remedies are sold wherever the British Cuticum Remedies are sold wherever the Britain
Fing floats. Depois: London, 27, Charterhouse Sq.,
Faris, 5, Rue de la Paix: Australia, It. Towns & Co.,
Bydney: Indis, B. K. Paul, Calcutta; So. Africa, Lengon, Ltd., Cape Town, etc., U. S. A., Potter Drug &
Chem. Corp., Sole Props., Boston.
Chem. Corp., Sole Props., Boston.

Chem. Corp., Sole Props., Boston.

Cutioura and 32-page book on Discases of the Skin.

at the station the array of porters and of tents looked as if some small military expedition was about to start. As a compliment, which I much appreciated, a large American flag was floating over my own tent; and in the front line, flanking this tent on either hand, were other big tents for the members of the party, with a dining-tent and skinning-tent; while behind were the tents of the two hundred porters, the gun-bearers, the tent-boys, the askaris, or native soldiers, and the horse-boys or saises. In front of the tents stood the men in two lines, the first containing the fifteen askaris, the second the porters with their head men. The askaris were uniformed, each in a red fez, a blue blouse, and white knickerbookers, and each carrying his rifle and belt. The porters were chosen from several different tribes or races to minimise the danger of combination in the event of mutiny.

(To be continued.)

BRITISH POSTAL AGENCIES.

The British Municipal Council at Tientsin has declined to continue to guarantee one-half the loss on the British Postal Agency at that

A correspondent writes to the North-China Daily News as follows:-It would be interesting to many, especially those his Excellency the Governor of Hongkong proposes should pay a deficit in the Postal Revenue of the Colony, to learn how such deficit calling attention to this "Chinese Loss," His operating in Shanghai. The sum of this tax not companies obviously paid all the fees leviable, for in the matter, many of the companies are saddled with an imposition of thousands of dollars annually, for which no work is done, or benefit test the legality of this action the better.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:-

On the 20th at 6,00 a.m.—Black Ball hoisted. At 12.30 p.m.—The typhoon appears to have entered the coast a few miles to the West of

Pressure has given way slightly in Tongking and risen considerably on the China coast from Hongkong northwards.

The depression, lying over Central Japan yesterday, is moving away over the Pacific. Pressure is highest over N. China.

N.B.—Gap Rock reported full typhoon force from N.E. as early as 2 p m., yesterday, barometer. 29.02. At the Observatory the maximum hourly wind velocity was 75 miles at 11 p.m. from E.S.E.

Hongkong, rainfall for the 24 hours ending at 10 a.m. to-day, 10.93 inches.

The forecast for the 24 hours ending at noon (S. backing to E.

Hongkong & Neighbourhood \ winds, strong; ( squally showery.

until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply limited. Only supplied for Cash.
Telegraphic Address: PRESS Codes: A.B.C.

5th Ed-Lieber's. P.O. Box, 33. Telephone No. 12.

#### NEW ADVERTISEMENTS

MODREENAGH.

WELLING HOUSE To Let at PEAK, partly furnished.

JARDINE, MATHESON & Co., Ltd. Hongkong, 21st October, 1909.

WANTED:

State terms, &c., under- K.N., Care of "Daily Press" Office.

Hongkong, 21st October, 1909. NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

FOR EUROPE.

MIE Steamship

"LUETZOW" Captain C. Dewers, will leave TO-DAY, the 21st inst., at NOON. NORDDEUTSCHER LLOYD,

MELCHERS & Co., General Agents.... Hongkong 21st October, 1909.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE. FOR SHANGHAI. NAGASAKI, HIOGO AND YOKOHAMA.

HE I.G.M. Steamship

"PRINZESS ALICE." Captain P. Grosch, will leave for the above places TO-DAY, the 21st inst., at 5 A.M. For further particulars, apply to-

MELCHERS & Co.. General Agents. Hongkong, 21st October, 1909.

HONGKONG ST. ANDREW'S SOCIETY.

NTENDING applicants for Membership to St. Andrew's Society are invited to forward their Names to the Undersigned for Submission to the General Committee. The entrance fee is \$5, and the Annual Subscription \$2.00. Any respectable Scotsman is eligible for Membership.

DAVID WOOD, Hon, Secretary. Hongkong, 7th September, 1909.

FOR SALE.

ERRINGTON, PEAK ROAD No. 8:

For Particulars apply to-C. SCHRÖTER, King's Buildings, IIIRD. Hongkong, 1st September, 1909. [1140]

SPECIAL SALE OF WORK IN AID OF THE ORPHANS AND THE HOME FOR THE DESTITUTE.

THE SUPERIORESS and SISTERS of the ITALIAN CONVENT have the honour to announce that their Annual Sale of Needlework, comprising Ladies' and Children's Dresses, Embroideries, Table Covers, Handker-chiefs, and a variety of Articles suitable for Presents, will be held at the Convent TO-DAY (THURSDAY), TO-MORROW (FRIDAY) and SATURDAY, the 21st, 22nd and 23rd of this month, commencing each day at 10 A.M.

The Superioress and Sisters beg to solicit the patronage of a generous community to aid the work of providing for the maintenance of the large number of Orphans at the Convent and its outlying Branches, and the helpless aged and infirm in the Home for the Destitute at Wanchai.

ITALIAN CONVENT. 28, Caine Road. Hongkong, 13th October, 1909. [1304]

J. R. LEE & CO., P. O. Box 384,

THE CHEAPEST STAMP Dealers in the East. Selections on approval. Collections bought. Hongkong, 8th October, 1909.

#### NEW CARTRIDGES.

popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at \$6,87 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety. Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906. [1314

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 m.m. With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. SIEMSSEN & Co.

Hongkong, 6th March, 1907. TAVID CORSAR & SON'S MERCHANT NAVY NAVY BOILED

LONG FLAX RELIANCE CROWN TARPAULING ARNHOLD, KARBERG & CO. Sole Agenta

#### PUBLIC COMPANIES

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS. THE TWENTY-EIGHTH ORDINARY

MEETING of SHAREHOLDERS will be held at the Offices of the Undersigned TO MORROW (FRIDAY), the 22nd inst., The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd

inst., 1909, both days inclusive. JARDINE, MATHESON & Co., Ltd., General Agents. Hongkong, 5th October, 1909.

THE HONGKONG AND MANILA YUEN

SHENG EXCHANGE AND TRADING

COMPANY, LIMITED. NOTICE IS HEREBY GIVEN that and EXTRAORDINARY GENERAL MEETING of the Honokong and Manila

YUEN SKENG EXCHANGE AND TRADING COMPANY, LIMITED, will be held at the Registered Office of the Company, No. 66, Bonham Strand West, Victoria, Hongkong, on MUNDAY, the 15th day of November, 1909, at 4 o'clock in the afternoon, when the subjoined resolutions which were passed at IN Hongkong, 6-ROOMED HOUSE with the extraordinary general meeting of the Tonnis Court. Occupation 1st December | Company held on the 15th day of October, 1909, will be submitted for confirmation as special resolutions :-

RESOLUTIONS. That the Articles of Association be altered in manner following:-(a) In Article 65 the word "Five" shall be substituted for the word "Twenty." (b) In Article 86 the word "Three" shall be substituted for the word "Ten." NG LI HING.

General Manager. Dated the 15th day of October, 1909. [1316

#### INSURANCES

TAYING been appointed AGENTS in Hongkong for the WESTERN ASSURANCE Company, we are prepared to accept approved European and Chinese Risks at Current Rates. JOHN D. HUMPHREYS & SON. Hongkong, 18th August, 1909.

NORTH BRITISH AND MERCAN-N TILE INSURANCE COMPANY. WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO. TOTAL FUNDS AT 31st DECEMBER, 1903 . £19,121,310.

NORDDEUTSCHEE LLOYD, I. Authorised Capital ... £6,000,000 -Subscribed Capital :.. 3,275,000 Paid-up Capital 1,212,500 0 0 ...... 3,204,753 7,10 II. Fire Funds . The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO. Hongkong, 14th August, 1909.

JUST RECEIVED. A. Selection of

TALOWER AND VEGETABLE SEEDS, in Packets of 10 Cents each, and PARCELS FROM \$1 TO \$10 EACH LAWN GRASS SEEDS.

FERTILIZER. Garden Boots with Wooden Soles & Thick Felt Lining. Pictorial Guide to Gardening, &c. Inspection Invited—

GRACA & CO.. 27, DES VŒUX ROAD.

TO BE OBTAINED

FROM ALL-WINE DEALERS SOLE AGENTS:

BUSSAN

KAISHA. MITSUI



BISHI DOCKYARD AND ENGINE WORKS, NAGASAKL

CODE WORD: "DOCK." A.1, A.B.C., and Engineering Code User NEW DOCK NOW OPEN.

DOCK No. 3. Extreme Length ... ... 722 feet Length on Blocks Width of Entrance on Top ... 961 ,, Width of Entrance on Bottom ... 881 .. Water on Blecks at Spring Tide 341 ,, ~ DOCK No. 1. Extreme Length ... ... ... Length on Blocks .......

Width of Entrance on Top ... Width of Entrance on Bottom ... 77 " Water on Blocks at Spring Tide 61 ,, DOCK No. 2. Extreme Length ... ... Length on Blocks Width of Entrance on Bottom ... 53 Water on Blocks at Spring Tide 22 PATENT SLIP.

Suitable for vessels up to 1,000. THE WORKS are well equipped with LATEST PLANTS and APPLI-ANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS: and also ELECTRICAL

A LARGE STOCK of MATERIALS is always kept on hand. The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 LH.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, ways ready

#### INTIMATIONS ::

HONGKONG JOCKEY CLUB.

N\_EXTRAORDINARY GENERAL MEETING of MEMBERS of the above Club will be held on SATURDAY, the 23rd October, 1909, at 12.15 P.M., at the Offices of the Jockey Club on the Ground Floor of the Hongkong Club Annexe, Chater Road, a notice regarding which is being sent to each Member.

By Order, T. F. HOUGH, Clerk of the Course. Hongkong, 6th October, 1909.

HONGKONG VOLUNTEER CORPS.

GRAND OPEN AIR CONCERT

will be held on VOLUNTEER PARADE GROUND. On SATURDAY, October 23rd, at 9.15 r.m., In aid of the funds of the Diocesan Girls

Admission ... 31. Tickets to be obtained at Volunteer-Head Quarters and from the Committee of the Orphanage, and the Ladies' Benevolent Society Hongkong, 5th October, 1909.

Under the Patronage of His Excellency THE GOVERNOR.

MINISTERING CHILDREN'S LEAGUE.

BAZKAR and FANCY FETE promoted by the above will be held (by kind permission of the Commandant and Officers Hongkong Volunteer Corps) on the Volunteer Parade Ground, on SATURDAY, Oct. 30th, from 2.30 to 7-P M.

Many Novelties suitable for Christmas presents. 4 P.M. VARIETY ENTERTAINMENT, (arranged by Miss ELLA Rows). 3. 6.15 PLAY: "A Pair of Lunatics," (Casto-Mrs. WORTHINGTON and

Captain BAIRD, The Buffs). r If wet, the Bazaar will be held in the Volunteer Head Quarters. Proceeds to be divided amongst Various Local Charities for Children; and the Hongkon; Cot. in the M.-C. L. Home at Ottorshaw Surrey."

No Chits Taken. Hongkong, 19th October, 1909. NOTICE TO MARINERS.

> No. 477. CHINA SEA.

NINGPO DISTRICT.

Uncharted Rock in Channel Between LU-WANG ISLAND AND MESAN GROUP. TOTICE IS HEREBY GIVEN that the UNCHARTED ROCK in the Channel between Lu-wang Island and the Mesan Group,

on which the S.S. "MAORI KING" was wrecked on the 17th September, 1909, lies in the following position; S. E. point of Reef Island bearing N. 38° W. (Magnetic), distant 8-2 cables. The Rock appears to be a short narrow ridge lying N.E. and S.W., with a least depth over it

of 6 feet at Low Water of Spring Tides. By Order of the Inspector General of Customs, W. FERD. TYLER, Coast Inspector.

IMPERIAL MARITIME CUSTOMS, Coast Inspector's Office. Shanghai, 12th October, 1909. BOARD AND RESIDENCE.

COMFORTABLE BED-SITTING ROOM on Upper Level, Verandah and Bathroom, is offered with Board to a permanent "GOOD VIEW." Address—

Care of "Daily Press" Office. Hongkong, 14th September, 1909.

TO LET

TO BE LET.

CPACIOUS GODOWN; Ground Floor of No. 47, Kennedy Town, West Point.

Bright and Well Ventilated. Immediate For further particulars, apply to JEBSEN & Co.

Hongkong, 14th October, 1909.

TO LET.

ONE SPACIOUS GODOWN, No. 125, Wanchai Road. Apply to-REUTER, BRÖCKELMANN & Co. Hongkong, 20th September, 1909.

OFFICES TO LET.

2 ROOMS, on 1st Floor, Hotel Mansions, from 1st October next. Apply to— JOHN D. HUMPHREYS & SON, Alexandra Buildings.

Hongkong, 6th September, 1909. [1171 TO LET.

IN Canton, from the 1st November, two SEMI-DETACHED HOUSES, each containing Eight Rooms with Back Yards and Servants' Quarter, on Shameen Lot 55, now in the occupation of the Mitsui Bussan Kaisha.

Apply to— DAVID SASSOON & Co., LD Hongkong, 4th October, 1909.

MOREIGN HOUSES, Nos. 9 and 9A, Wond NEI CHONG ROAD, facing Race Course Apply to— COH GUAN HIN, 64, Bonham Strand West.

Hongkong, 24th September, 1909. 1237 TO LET. NO. 1A, WYNDHAM STREET, suitable for SHOP and OFFICE, etc., lately

occupied by Weismann Ltd. for Tiffin Rooms. Apply to- YEE SANG FAT & Co., Opposite General Post Office. Hongkong, 21st June, 1909.

TO LET.

TO. 1, GARDEN ROAD, Kowloon. Eight-Roomed House and Tennis Court. Apply to-H. M. H. NEMAZEE, 9. Peddar's Hill. Hongkong, 14th August, 1909.

TO LET

TO LET.

TN No. 6, DES VŒUX ROAD CENTRAL. OFFICES and GODOWN. In No. 5, QUEEN'S ROAD CENTRAL Victoria Building, Rooms suitable for Offices. ROOMS in College Chambers No. 31 Wyndham Street. DAVID SASSOON & Co, Ltd. Hongkong, 15th September, 1909. [1054

NTO. 2, BEACONSFIELD ABCADE: facing the Parade Ground. PREMISES lately vocated by Messrs. Gordon & Co., known as 21, Whitefield, Shaukiwan Road. PREMISES at SHAMEEN, CANTON, now in occupation of the Canton Kowloon Railway. The EYRIE, No. 13, Peak, Six Rooms, Tennis Court and very Large Garden.

TO LET.

1st Floor, well suited for Offices. No. 5, CAMERON VILLAS (No. 57 Peak No. 6, CAMERON VILLAS (No. 59 Peak). Furnished. No. 25, SHELLEY STREET (new House). GODOWNS in Duddell Street.

BEACONSFIELD ARCADE, 2 Rooms on

HOUSES in BELILIOS TERRACE, ROBINSON ROAD, newly painted and colorwashed, exceptionally cheap rentals." FOR SALE.—Tor CREST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Leisnus, Apply to—

LINSTEAD & DAVIS. 3rd Floor, Alexandra Buildings. Hongkong, 19th October, 1909.

TO LET.

TO. 1 and 3, MORRISON HILL. Also OFFICES at No. 2, PEDDER STREET. MESSES. JARDINE, MATHESON

& Co., LTD. Hongkong, 31st May, 1909. TO LET.

King's Buildings.

TFICES facing the Harbour from about October at present in occupation of Mossie, Jardine, Matheson & Co., Ltd. THE HONGKONG LAND INVEST

MENT & AGENY CO., LD. Hongkong, 1st October, 1909. TO LET.

ODOWNS, Nos. 95, 96 and 97, PRAVA EAST. CHATER & MODY, Victoria Buildings.

TO LET. ODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tang Lap Ting's SAL OPPENHEIM, JR., & Co., Koeln

Hongkong, 1st February, 1909.

Godowns East Point). Immediate Possession. Rent exceptionally moderate. KAM FOOK. Apply to— No. 107, Wellington Street, behind the Stag Hotel or Keeper of

No. 6. Godown on the Spot. Hongkong, 28th May, 1909. TO LET.

TO. 2, ELLIOTT CRESCENT, ROBIN. SON ROAD, Six Roomed House, with Outhouse, Commanding a Fine View of the Apply to-

F. X. D'ALMADA E CASTRO, 33. Queen's Road Central. Hongkong, 7th July, 1909. STORAGE.

FOR COAL, TIMBER, &C. /NO BE LET, a Portion of MARINE LOT No. 285 at. NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER. Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 41,000 SQUARE FT, 999 TEARS' LEASE. For Particulars, apply-GEO. FENWICK & Co., LTD. Hongkong, 8th June, 1906. [96]

ODOWN, No. 5A, DUDDELL STREET. Apply to-THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD.

TO LET.

Hongkong, 1st October, 1909.

TO LET. Suite of 3 ROOMS on Third Floor of "Hotel Mansions," with use of two Bath. Rooms, suitable for Offices or Living Rooms. From 1st November next.

FIVE-ROOMED HOUSES at Kowloon. NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals. KOWLOON MARINE LOT 48, Youmati,

Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

Hougkong, 30th September, 1909. [1258] TO LET. TUNHAVEN, 33, Robinson Road.

1 52, CAINE ROAD. Apply to— HO Ü MING, 81, Queen's Road Central.

Hongkong, 7th September, 1909. [1177 TO LET. HOUSE in Wong Nei Chong Road.

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Hongkong, 1st October, 1909.

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Chief Manager. Hongkong, 12th January, 1907.

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1	Leave Arriv	e —Shanghai (St e—Dairen (	teamer)	11a,m.	Thursday Saturday Sunday	Saturday of Monday of Tuesday	r Sunday Tuesday Friday
1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	Ar. Lv. Ar. Lv.	-Mukden -Changehun -Harbin	(Russian Train)*	8.50° p.m. 9.15° p.m. 5 ° a.m. 6.55° a.m. 3 ° p.m.	Monday	Wednesday	Saturday "
e e			Connecting at H	L.	State Expression Moscow.	Wagon-Lita for Moscow.	State Express for St. Pet'g.
-			SO	UTH-BOUN			
	<del></del>		Connecting at B	(arbiu with	State Ex- press from St. Pet'g.	State Express from Moscow.	Wagon-Lits from Moscow
	Lieav Arr Lv Ar. Lv. Ar.			6 p.m. 7 p.m. 2.10 a.m. 2.30 a.m. 12.30 p.m.	Tuesday Wednesday	39 29	Saturday Sunday
	Lv. Ar.		Steamer)		Friday	_	sdey

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THE AMERICAN MERCANTILE MARINE. HIGH FIGURES.

The fold wing leading article recently

appeared in the Times :--The dismal picture drawn by our San Fran. cisco correspondent of the plight of the American trans-Pacific carrying trade directs attention to one of the most curlous phenomena of modern commercial development. The progress of the United States during the last generation has been unparalleled. They are possessed now of a population, a wealth, and, it must be added, a reserve of national energy which no European country can equal. They have colonies, apheres of influence, and a great fleet. Their ambitions as a world Power stand self-confessed; yet they have consistently neglected and allowed to fall into decay their mercantile marine. So far back as 1870 President Grant warned them of their oversight, and appealed to Congress to make it good. His efforts then were as fruitless as those of President Arthur, Mr. Blaine, President Harrison, President McKinley, and President Roosevelt have since been. The American shipbuilding industry remains to-day the "one unprotected industry" of the United States; and the one great industry that has steadily lost ground. In 1861 the tonnage | The "predominant partner" comes very badly of American registered vessels amounted to over indeed out of the race for old-age pensions. five-and-a-half million tons. It was then not | England has one-fourth as many pensioners per far behind the contemporary tonnage of Great thousand as Ireland and very many less per sunk to a million and a half, and by 1905 it was to her population a heavier share of taxes than well below a million tons. The scene in San Scotland, while Ireland is, as a recent official Francisco Harbour to-day gives a good idea of answer has admitted, costing the British what these statistics mean in fact. San taxpayer a deadweight sum of £1,183,000 for Francisco is one of the chief centres of the purely Irish services. American trade with the East. Vast shipments | A fact which comes out from the figures is pass each year through its docks, but they are the extraordinary longevity of the Irish. The not carried in American bottoms. American total calculated number of persons aged seventy vessels rust at anchor while their rivals and over in Ireland was placed officially in 1907 pass through the Golden Gate laden with at 173,000. But of these many would be discargo which by every right should be qualified as paupers and persons with incomes the trans-Pacific trade, and it is patriotism, we are told, and not hope of gain that keeps their. flags flying. Thus the white Power whose Government of all others is most alive to the advantages of the trade of the Far East, and whose position on the map should best enable it to pursue that trade, is obliged to rely for its furtherance almost entirely upon foreign help. It is the same in the case of South America. The development of South American trade is. and has for some time been, one of the chief objects of the State Department in Washington.

gress has rejected each successive measure for the subsidizing of trans-Pacific and South American steamship lines, and the American mercantile marine on the high sens is in danger of complete extinction. Legislative intransigeance is, however, but a contributory cause of the low estate to which it has fallen. By what almost looks like an act of retributive justice its original ruin nearly fifty years ago and its failure to revive can both be traced to that compromise by which in the Contributional Convention the South gained Federal countenance for a temperary continuation of the slave trade, and the North Navigation Laws and Federal protection for its ship-building industries and commerce. The immediate ing the cotton that is brought into the Shanghai outcome of the compromise was pros- market from surrounding districts. On inquiry perity for the South and the vast develop- by the Chamber it was shown that; whatever ment of the American shipping trade. Then means the Examination Office may have came the cataclysm that swept slavery from the devised, there was exceedingly little sign of Southern States and the Stars and Stripes from either amelioration or repression; and it the seas. It left the South free to advance was decided to urge the Taotao, through along the normal paths of civilization; and after | the Senior Consul, to issue a proclamation, as many years of misery and readjustment the was done by his predecessor. A week ago such advance has begun. But it did not free the a proclamation was issued, emanating, however, serving their purpose, had become as obsolete | Magistrate acting on his superior's instructions; are still practically forbidden, amongst other improvement in the cotton. After that the

Yet Mr. Root, on his return in 1906 from his

tour through the southern continent, was

obliged to inform Mr. Roosevelt that South

United States, and that its commercial relations

Since then matters have not improved. Con-

were almost exclusively with Europe.

and the deep sea. At first they introduced comprehensive measures calculated to settle the question once and for all, and Congress rejected them on grounds of economy. Lately their proposals have grown steadily more moderate, only to be met by the powerful argument that, even if passed, they would by no means serve their purpose. It has been pointed out that many of the chief routes along which American trade could be stimulated have already been preempted by foreign companies which are subsidized by their Governments or helped by bounties; and that, both for this reason and on account of the far greater expense of building and operating American vessels, the subsidies to be efficient would of necessity be far too big for national profit. Relying upon arguments such as these, Congress has been able to ignore, and may be able to continue to ignore, with impunity the powerful interests that urge annually the passage of a Ship Subsidy Bill. It is quite likely that the American overseas carrying trade will have to wait for its renascence until the fundamental causes of its steady decay have been removed; until the Navigation Laws have been brought up to date; or until steel and the other materials of which ships are made been put on the free list. Of these perhaps the second contingency is the less remote. Its realization will mean much to those nations which now transport across the

seas the merchandise of the world.

COST OF OLD AGE PENSIONS IN ENGLAND.

An aunouncement which discloses the enormous number of Irish pensioners and the heavy cost of old-age pensions was made last, month-by Mr. Lloyd-George. He stated that the total payments in respect of old-age pensions from January 1 to Septem-

ber 2 had been as follows: England and Wales ... ... £5,404,000

The number of pensioners in the three countries was as follows on June 30 :--England and Wales ... 184,000 Ireland

667,000 The population of the three countries is: England and Wales ... 35,756,000 The number of pensioners in proportion to

the population thus works out at : England and Wales.... 11 per 1,000 Ireland 42 per 1,000 Scotland 15 per 1,000

Britain, and was practically equal to that of all thousand than Scotland. Yet the revenue other countries combined. By 1871 it had returns show that England pays in proportion

theirs. Only five are now commissioned for above the limit. Yet there are 11,000 more Irish pensioners than the total number of Irish persons over seventy, as calculated:

An explanation of this astounding exception to the vital statistics which are correct elsewhere throughout the world has yet to be given. The expenditure per head of the population on pensions in the three countries in the first

eight months works out at: Ireland ... ... 7s. od.

So that England, who pays most of the taxes, has only 1s. 10d. per head spent among her people; the Irish, who draw upon England, get 7s. per head; and the Scotch, who pay less than America was hardly in communication with the England, get 2s. 5d. per head,

The total cost of old-age pensions can be roughly calculated from the above figures; Assuming that they include administration charges, the outlay for the year at the same rate will be over eight million pounds. Mr. Asquith soriginal estimate was £6,000,000.

#### WATERED COTTON

It may be remembered says the N.C. Daily News, that in the minutes of the Shanghai General Chamber of Commerce published at the beginning of last week, it was stated that the Taotai had given directions to the Examination Office, "to devise suitable means for the repression and amelioration" of the malpractice of water-North from Navigation Laws which, after not directly from the Taotai, but from the City and as fatal to progress as slavery. Americans and for just two days' there was a marked things, to fly their flag upon a ship which has country-people evidently decided to try the real been built abroad or in which a foreigner has the intention of the authorities, with the result that smallest share. The attempt made in 1892 to adulteration of cotton goes on again as merrily temper - the wind of these restrictions to as before. The practice, which is indeed no American shipbuilders was too half-hearted to novelty, was brought into prominence two effect any great change; and the small conces- months ago by the rise in the market, when sions made to the same interests in the present | the Chinese attempted to compensate them-Tariff Bill will, as far as we can judge, selves for the difference between actual prices bring them but little real relief, for the and those at which they had sold by watering present American merchants will have to con- the consignment. Attempts in the past to form tinue to rely for foreign trade upon foreign an anti-watering league have broken down ships; with which their own ships, built in the through lack of solidarity and there appears no most expensive yards in the world and manned | way of grappling with the mischief but by by crews who demand wages which would seem persuading the Taotai to appoint a couple fantastic to European employers, cannot hope of foreign inspectors, with assistants, to to compete. The revolution in shipbuilding test the cotton on its arrival from outside the came at the worst possible time for the United | Settlement. In this extremity some hope may States. After the Civil War they had to set | be derived from the fact that the evil of adulteraabout rebuilding of metal their fleets of mer- tion has begun to recoil upon the heads of the chant men. Of wood they had had a limitless Chinese themselves. At the present time there supply; but the price of domestic iron, and, are in Shanghai godowns 12,000 piculs of indeed, of labour, was steadily increased by Ningpo cotton so badly watered that much of it artificial means until, now, at a conservative has already begun to mildew and can find no estimate, a ship costs from 30 to 50 per cent purchasers. As a consequence of this calmore to build in America than in England. amity we are informed, there have been The fact that American shipbuilders and between twenty and thirty failures among owners are unable to compete on anything Ningpo cotton firms, who, having sold short in like equal terms with their rivals has not, more. Ningpo, had tried to cover themselves by catchover, softened the heart of Congress. The ing the high prices in Shanghai, and are thus greater their disabilities the greater the subsidy hit on both sides. Ningpo of course must look which the various lines would require to be after itself; and the lesson doubtless will not be run at a profit; and the greater the subsidy without its effect. But the moral holds equally demanded, the less likely is Congress, like other | good for Shanghai; and it is to be hoped that Legislatures, to grant it. Those who advocate the Taotai will not fail to profit by it, in order the establishment of ocean mail subsidies have to give some substance to the repressive and found themselves of late years between the devil ameliorating functions of the Examination

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Manager, No. 2, Pedder, Street, Hongkong. Hongkong, 9th January, 1909.

#### SHIPPING IN PORT

AMBRIA, German str., 5,143, E. Deinat: 17th October-Wooming 13th Oct., General-

Hamburg-Amerika Lijn. Angury, German etr., 1,001, Kumpel, 13th October - Bangkok 6th October, Rice -

Butterfield & Swire. ANHUI, British str., 1,335, J. B. Harris, 17th Oct. - Shanghai 14th October, General -Butterfield & Swire.

BEN THUY. French str., 325, Hello, 16th Oct. -Haiphong 13th October, Wood-Wilks and Jack

BORNEO, German str., 1,344, F. Lenrbill, 12th Oct,-Sandakan 6th October, General and Timber-Melchors & Co.

CARL DIEDERTCHSEN, German str., 774. J Kayser, 12dl Oct.-Haiphong via Hoihow 11th Oct., Coal and General - Johson & Co. Chipshing, British str., 1,199 F. Mooney, 17th Oct.—Tientsin 10th, Chefoo 11th and Weihaiwei 12th October, General-Jardine,

Matheson & Car CHOSHUN MARU, Japanese str., 1,301, Y. Iskikawa, 17th Oct.-Swatow loth Oct. (Feneral - Osaka Shosen Kaisha. CHIYO MARU. Japanese str., 7,250, W. W.

Greene, 15th Octi-San Francisco, 14th Sept., Mails and General-Toyo Kisen DAIJIN MARU, Jap. etc., 899, Y. Kaburaki,

17th Oct. Swatow I6th Oct., Tea, &c. --Csaka Shosen Kaisha: DAIYA MARU, Japanese str., 1,735. Kobayashi, 14th Oct.-Wakamater 9th Oct., Coal-Mitsui Bussan Kaisha

ESKDALE, British str., 1,9%. G. W. Duff, 13th Oct - Java 26th Sept., Sugar - Dodwell & FAUSANG, British str., 1,440, H. S. Malkin, 15th October - Tegal 8th October, Sugar-

Jardine, Matheson & Co. HALTAN, British str., 1,183, J. S. Roach, 17th October-Swatow 16th Oct., General-Douglas, Lapraik & Co. HADDIS, Norwogian str., 1.054, G. Salberg. 17th Oct.-Bangkok 10th October, Rice-

China Siant S.N. Co. HANGCHOW, British str., 999, G. Mawley, 16th October-Chefoe 11th October, General-Butterfield & Swire.

HILARY, German str., 1.276, R. Hatje, 15th Oct. - Tsingtan 9th October, Sult-Sander, Wieler & Co. HONGKONG MARU, Japanese str., 3.447, S. Togo, 16th October-Moji 12th October,

General Toyo Kison Kaisha. Huichow, British str., 1,217, Edward Forsyth, 14th Oct.-Tientsin, Chefoo and Swatow 13th Oct. General-Butterfield & Swire. A. ИUPPH, British str., 1,234, Mathias, 5th-Oct.— Karatsu 29th Sept., Coal - Butterfield &

Swire. KAIFONG, British str., 897, Cole, 12th October - Iloilo 8th October, Wood and Sugar-Butterfield & Swire.

KANBU. British str., 1.192, D. R. Davis, 13th October-Chefco 8th October, Beans-Butterfield & Swire.

KWANGTAH, Chinese str., 1,369, W. H. Lunt, 17th October-Shanghai 14th October, General-C. M. S. N. Co. KWONGSANG, British str., 1,428, W. P. Baker, 15th Oct.-Shanghai 10th and Swatow

14th Oct., General-Jardine, Matheson & LAERTES, British str. 1,340, H. C. D. Frampton. 12th Oct.—Saigon 7th Oct., General— We Fat Sing.

LAISANG, British str., 2,225, E. J. Todd, 14th Oct .- Calentta 29th Sept. and Singapore 9th Oct., General-Jardine, Matheson &

LOCKSUN, German str., 1,020, W. Taubert, 12th October-Bangkok 5th Oct., Rice-Butterfield & Swire. LOOSOK, German str., 1,020, P. Witstock, 15th Oct.-Bangkok 6th Oct., Rice and Wood

-Butterfield & Swire. MIYASARI MARU, Japanese str., 5.270. Murai, 18th October-Yokohama 7th Oct., General-Nippon Yusen Kaisha. MOYUNE, British str., 4,646, --- 19th Oct.-

Singapore 12th Oct., General-Butterfield & Swire. NANSHAN, British str., 1.299, Allan Jones, 10th

October - Amoy 9th October, Ballast-Bradley & Co. NINGPO, British str., 1,228, E. Richards, 13th Oct.-Hongay and Hoihow 12th October,

General-Butterfield & Swire OCEANO, British str., 3,050, F. W. Davies, 12th October-Manila 10th October, General-Dodwell & Co.

PEKING, Swedish str., 2,271, Regrecial, 15th Oct.—Singapore 8th October, General-East Asiatic Co., Ltd. SHINSHIRU MARU, Japanese atr., 1,939, Muto.

15th October -- Moji 10th October, Coal-Osaka Shosen Kaisha. STENTOR, British str., 4,308, A. D. Baker, 18th Oct.—Shanghai 15th October, General—

Butterfield & Swire. SZECHUEN, British str., 1,142, J. V. Sidford, 3rd Oct Wakamatsu 26th Sept. Coal-Butterfield & Swire.

TAMING, British str., 1,350, G. H. Pennefather, 15th Oct.-Manila 12th Oct., General-Butterfield & Swire.

TSINTAU. German str., 1,002, F. Bücking. 13th October Bangkok 6th October, Rice-Butterfield & Swire.

VICTORIA: Swedish str., 985, Thar Eckert, 15th October Haiphong 13th Oct., Rice and General - Chinese.

WUHU. British str., 1,227, J. Cogan, 10th October-Chingwantao-3rd Oct., Coal-Butterfield & Swire. YUENSANG, British str., 1,128, P. H. Rolfe 18th Oct. Manila 15th Oct., Hemp and

General-Jardine, Matheson & Co. ZAFIRO, British str., 1,629, R. Rodger, 18th October Marile 15th October, Hemp and General Shewar, Tomes & Co. BAILING VESSELS.

ECLIPSE, British 4 masted barque, 2,969, J. White, 28th August-Canton 27th Aug. Bellest-Standard Oil Co.

#### SHIPPING.

ARRIVALS. LUETZOW, German str., 5,135, C. Dewers, 19th Oct.-Yokohama 9th October, General-Melchers & Co. Prinzess Alice, German str., 6,720, P. Grosch 20th October-Hamburg 9th Sept., Mails

and General-Melchers & Co.

CLEARANCES AT THE HARBOUR MASTER'S OFFICE. 20th October. Borneo, German str., for Sandakan, Choshun Maru, Japanese str., for Singapore. Haitan, British str., for Swatow. Luctzow, German str., for Europe, &c. Miyasaki Maru, Japanese str., for Singapore. Shinchiku Maru, Japanese str., for Sourabaya.

**DEPARTURES** 20th October. Amigo, German str., for Tsingtau. CHINA, Austrian str., for Shanghai. GLAUCUS, British str., for Singapore. PROMETHEUS, British str., for Bangkok.

COSMOPOLITAN DOCK.-

VESSELS IN DOCK. October 20th. ABERDEEN DOCK .-KOWLOON DOCK .- On Lee, Nanshan, H.M.S.

TAIKOO DOCK-St. Enoch, Yunnan, Hupch Szechuen, Oceano, Kaifong, Locksun, Tsingtau, Chiyo Maru,

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABAR COAST). PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK. "ATHOLL" - ... On 21st Oct. FOR NEW YORK. "GHAZEE" ... About 13th Nov.

For Freight and further information, apply to DODWELL & Co., LID., Azents. Hongkong, 21st October, 1909. [1129-1253] DAMPFSCHIFFS-RHEDEREI "UNION" ACTIEN:GESELLSCHAFT.

FOR BOSTON AND NEW YORK. (With Liberty to Call at Malabar Coast).

THE Steamship "ALBENGA, Captain Lorenzen, will be despatched as above

'on or about the 22nd inst. For Freight apply to CARLOWITZ & Co., Agents. Hongkong, 6th October, 1909.

CANADIAN

#### PACIFIC RAILWAY CO.

FOR VANCOUVER.

THE Steamship

#### 'OCEANO." FROM HONGKONG,

On SATURDAY, 23RD OCTOBER. FOR VANCOUVER VIA JAPAN PORTS. To be followed by the

KUMERIC ... 18th November. AYMERIC ... 16th December. SUVERIC ... 1910, 15th January. OCEANO ... " 10th February. Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and the United States, also West Indies.

For further information regarding rates of Treight, etc., apply to-CANADIAN PACIFIC RAILWAY, Co.,

Hongkong. Hongkong, 18th October, 1909.

'SHIRE" LINE OF STEAMERS, LTD. FOR MARSEILLES, LONDON AND

THE Steamship

"GLAMORGANSHIRE," Captain H. C. Norris, will be despatched as above on or about 23rd October. Vor Freight apply to JARDINE, MATHESON & Co., LTD.,

Hengkong, 5th October, 1909.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship "ARRATOON APCAR," Cantain A. Stewart, will be despatched for the above Ports on MONDAY, the 25th. inst.,

This Steamer has superior accommodation for passengers, and is installed throughout with Electric Light, and carries a duly certified RETURN TOURS TO JAPAN,

(Occupying 24 Days). Steamers leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea), Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Return tickets are available by the Indo-China S. N. Co.'s steamers. Fare for Sund trip, \$120. DAVID SASSOON & Co., LID.

Hongkong, 19th October, 1909. THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK. (With Liberty to Call at the Malabar Coast.)

HE Steamship

"COULSDON," Capt. Turnbull, will be despatched for the above Port on SATURDAY, the 30th Oct., 1909. For Freight apply to ARNHOLD, KARBERG & Co., Hongkong, 4th October, 1909.

#### VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midmay between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k,w," together with the number denoting the section. 1. From Grenn Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

		at v			A Company of the comp		<del></del>	1 . 3
•	DESTINATION.		Plag & Rig.	BERTH.	Captain.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.	
	LONDON & ANTWERP VIA SINGAPORE, &c	CEYLON	Brit. str.		F. N. Rivers, R.N.B.	P. & O. S. N. Co	To-morrow, at 2 P.M.	C
	LONDON & ANTWERP LONDON, &c., VIA UBUAL PORTS OF CALL	DELHI	Brit. str.		or E. Warner	JABDINE, MATHESON, & Co., LD. P. & C. S. N. Co.	About 23rd inst	""
	HAVRE, ROTTERDAM & HAMBURG, &c	LIBERIA	Ger. str	k. w.		HAMRITRG-AMERIKA LINYE	On 2nd Nov	
	HAVRE & HAMBURG VIA STRAITS, &c	SILESIA	Ger. str.	k. w.	Y, DOII	HAMBURG-AMERIKA LINIE HAMBURG-AMERIKA LINIE	On 25th Nov.	
	HAVRE, ROTTERDAM & HAMBURG, &c	SILVIA	Ger. str	. B. W.	LOLZONIES	HAMRURG. AMERIKA: TANIR	On 30th Nov. On 9th Dec.	
	HAVRE, & HAMBURG VIA STRAITS, &c MARSEILLES, &c., VIA PORTS OF CALL	SYDNEY	Fren.str.		LUCKHOPN	Hamburg-Amerika Linie	On 20th Dec	-
	MARSEILLES, LONDON & HULL	HARATA MARU	Jap. str.	144	T. T. AUTER	JARDINE, MATHESON & Co., LD.	About 23rd inst.	:
	MARSEILLES, HAVRE, COPENHAGEN, &c Marseilles, London & Antwerp via Singapore,&c.	PEKING	Dan. str			MELCHERS & Co	Middle of Nov.	
	GENOA, MARSEILLES, London & Antwerp. &c.	MIYABAKI MARU	Jap. str.	_	T. Murai	Nippon Yusen Kaisha Nippon Yusen Kaisha	On 10th Nov., at D'light To-morrow.	t
infan,	NAPLES, GENOA, ALGIEES, GIBRALTAR, &c	AUSTRIA	Aus. str.	-	C. Dewers B. Cobol		To-day, at Noon.	
	NEW YORK	GHAZEE	Brit. str Brit. str	1	Turnbull	ARNHOLD, KARBERG & Co	On 30th inst.	A
· ·	BOSTON & NEW YORK BOSTON & NEW YORK	ATROLL	Brit. str Ger. ser	_		DODWELL & Co., LD DODWELL & Co., LTD		
<b>J.</b>	VANCOUVER, B.C., TACOMA & SEATLLE VIA JAPAN	OCEANO	Brit. str	<del> </del>	Lorenzen F. W. Davies	CARLOWITZ & Co	About 22nd inst. On 23rd inst.	
•	VANCOUVER VIA SHANGHAI, JAPAN &c	EMPRESS OF CHINA	Brit. str	2 m.	The second of th	CANADIAN PACIFIC R. Co CANADIAN PACIFIC R. Co	On 23rd inst.	C
ι,	VANCOUVER VIA SHANGHAI, JAPAN, &c. VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	MONTEAGLE	Brit. str	! 1 m.		CANADIAN PACIFIC R. Co	On 21st Nov., at Noon.	10
·,	VICTORIA, B.C., & SEATTLE VIA SHANGHAE, &c. TACOMA VIA SHANGHAI & JAPAN	SHINANO MARU	Jap. str		K. Kawara	NIPPON YUSEN KAISHA	On 7th Dec., at Noon.	t
•	CALLAO, IQUIQUE, &c., VIA JAPAN PORTS, &c	HONGKONG MARU	Jap. str			TOVO KIDEN KAISWA	On 6th Nov., at Noon. On 26th inst. at Noon.	7
	AUSTRALIAN PORTS VIA MANILA	COBLENZ	Ger. str		T. Sekine	NIPPON YUSEN KAISHA	On 29th inst., at Noon.	
£	AUSTRALIAN PORTS VIA MANILA	CHANGSHA Nikko Maru	Brit. str	1 m.	G. W. Eidy	DUTTERRIELD & DWIKE	On 5th Nov., at 4 P.M.	1 -
ì	KOBE & YOKOHAMA	Nikko Maru	Jap. str.		M. Yagi	NIPPON YUSEN KAISHA	On 26th ingt at Moon	
<u>.                                    </u>	MOJI, KOBE & YOKOHAMA		Jap. str. Jap. str.	-	H. Fraser	NIPPON YUSEN KAISHA NIPPON YUSEN KAISHA	On 30th inst., at D'light	P
•	JAPAN NEWCHWANG	FAUSANG	Dut. str Brit. str		OUTTHETHE	JAVA-CHINA-JAPAN LIJN JARDINE, MATHEBON & Co., LD.	Opick despatch	ap
<u>::</u>	TIENTSIN, VIA WEIHIWAEI & CHEFOO	Сніраніно	Brit str.		г монеу	<u></u>	<del>- () 15- 9.4+b- (no+ - n+ 1)*!\⊼</del> %+	<u>  -                                   </u>
	SHANGHAI VIA SWATOW	Kwongsang	Brit. str	<del>-</del>	E. WILLOUGH	P. & O. S. N. Co.  JARDINE, MATHESON & Co., LD.	Today at 4 pm	
0	SHANGHAI, NAGASAKI, KOBE & YOKOHAMA SHANGHAI VIA SWATOW, AMOY & FOOCHOW		Ger. str Jap. str	lm.	T OT 08011 100 44.	MELCHERS & Co OSARA SHOSEN KAISHA	To-day, at 5 P.M. $\wedge$	T
	SHANGHAI, KOBE & YOKOHAMA	Anhui Brisgavia		l m. k. w.	444 944 9 944 944	BUTTERFIELD & SWIRE	To-day, at 4 P.M.	
•	SHANGHAI, MOJI, KOBE & YOKOHAMA	NAMUR	Brit. str Brit. str	-	H. W. Kennick, R.N.R.	P. & O. S. N. Co.	To-day. About 22nd inst.	S'
	SHANGHAI. KOBE & YOKOHAMA\	ARMAND BEHIC	Fren.str.	<del></del>	Guionnet	BUTTERFIELD & SWIRE MESSAGERIES MARITIMES	On 24th inst., at D'light On 25th inst., P.M.	
	SHANGHAI, YOKOHAMA, KOBE & MOJI	CHINRUA	Brit. str	1 m.	A. Slowart Ist out	DAVID SASSOON & Co., Ltd Butterfield & Swife	On 25th inst., at Noon.	P
	SHANGHAI, MOJI & KOBE				J. C. Richards	NIPPON YUSEN KAISHA	On 29th inst	T B
	SHANGHAI, KOBE & YOKOHAMA SHANGHAI, YOKOHAMA, KOBE & MOJI	SILVIA	Ger. str		Lorgerius	BUTTERFIELD & SWIEE	On 1st Nov.	
	SHANGHAI, YOKOHAMA & KOBE	CANTON	Dan. str.		. 110 tor - 010 . 144 / 200 114	JARDINE, MATHESON & Co., LD. MELCHERS & Co	On 10th Nov	7
;	TAMSUI VIA SWATOW & AMOY	DAIJIN MARU	Jap. star.	<b>-</b>	Y. Kaburaki	JAVA-CHINA-JAPAN LIJN OSAKA SHOSEN KAISHA	Quick despatch.	
	TAMSUI VIA SWATOW & AMOY AMOY, WEIHAIWEI, CHEFOO & TIENTSIN	DAIGI MARU	Jap. str	_ 1 m.	ii murayama	USAKA BHOSEN KAIRHA	On 24th_inst_at 10 var	C
	AMOY, MANILA, CEBU & ILOILO	KAIFONG	Brit. str	1 m.	THE PERSON AND THE PE	BUTTERFIELD & SWIRE	To-morrow at Daylight	fo.
	AMOY & NEWCHWANG	WURU	Brit. str.	, tm.	*** ** *** *** *** *** ***	BUTTERFIELD & SWIRE BUTTERFIELD & SWIRE	Today at 2 p w	BII Wi
	SWATOW, AMOY & FOOCHOW \			2 h.	J. S. Roach.,	DOUGLAS LAPRAIK & Co	To-day, at 10 A.W.	fr
-	SWATOW, AMOY & FOOCHOW	HAIYANG	Brit. str Birt. str	. 2 h.	Hongins	Douglas Laprair & Co	To morrow at 10 A M	in
	MANILA MANILA	YUENSANG	Brit. str	-	P. H. Rolfe	BUTTERFIELD AND SWIRE JARDINE, MATHESON & Co., LD.	To-morrow, at 4 P.M.	T
1	MANILA MANILA	ZAPIRO	Brit. str Brit. str	1 m.	A. W. Outerbridge	Shewan Tomes & Co	On 23rd inst., at Noon. On 26th inst., at 3 p.w.	ta
	MANILA MANILA	LOONGBANG	Brit. str	<b>—</b>	S. J. Payne	Jardine, Matheson & Co., Ld.	On 29th inst. at 4 p.w.	pi of
	BOMBAY VIA SINGAPORE & COLOMBO	CEYLON MARU	Jap, str	-	Fred. Pane	SHEWAN, TOMES & Co	On 24th inst.	fr
. <b>]</b> .	SINGAPORE, PENANG & CALCUTTA	ONSANG	Brit. str		Rose Core	JARDINE, MATHESON & Co., LD. JARDINE, MATHESON & Co., LD.	On 29th inst., at 4 P.M	
	BATAVIA, CHERIBON, SAMARANG, &c	TJIPANAS ,	Dut. str.		Pander	Jaya-China-Japan Lijn	Quick despatch.	83
			-					

#### THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER.B.C.. TACOMA & SEATTLE

MOJI, KOBE AND YOKOHAMA.

Ŝteamer.	Tons.	Captain.	Sailing Date.
OCEANO KUMERIC AYMERIC SUVERIC OCEANO	4,657 6,232 4,363 6,232 4,657	F. W. Davies J. Mathie J. Boyd S. Shotton F. W. Davies	On 23rd October. On 18th November. On 16th December. On 13th January. On 10th February.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers. PARCEL EXPRESS TO THE UNITED STATES & CANADA. For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS. Hongkong, 16th October, 1909. QUEEN'S BUILDINGS.

## IMPERIAL GERMAN MAIL LINES.

TO SAIL GENOA, ALGIERS, LUETZOW". Thursday, 21st GIBRALTAR, SOUTHAMPTON. Capt. C. DEWERS Oct., at Noon. ANTWERP & BREMEN SHANGHAL- NAGASAKI, KOBE) "PRINZESS ALICE Thursday, 21st and YOKOHAMA Сарт. Р. Своесн Oct., at 5 P.M. MANUA, YAP, NEWGUINEA, " COBLENZ " Friday, 5th BRISBANE, SYDNEY and Capt. H. RAEGENER Nov., at D'light MELBOURNE

For further Particulars, apply to

NORDDEUTSCHER LLOYD. MELCHERS & Co.,

GENERAL AGENTS HONGKONG & CHINA. Hongkong, 21st October, 1909.

#### CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong. From St. John, N.B. "EMPRESS OF BRITAIN"FRI., 3rd Dec. "MONTEAGLE" SUNDAY, 21st Nov. "EMPRESS OF INDIA" SAT., 4th Dec. "EMPRESS OF BRITAIN" Fel., 31st Dec. "EMPRESS OF JAPAN" SAT., 1st Jan. "ALLAN LINE" FRIDAY, 28th Jan. FRIDAY, 28th Jan.

Steamships leave HONGKONG at 6 P.M. " Empress" " Monteagle " THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at Sr. JOHN with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to

"EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus. Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10
Intermediate on Steamers) and 1st Class Railway

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THEOUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

#### MESSAGERIES MARITIMES



FRENCH MAIL FORTNIGHTLY SERVICE TO AND FROM EUROPE

D. W. CRADDOCK, General Traffic Agent for China,

Corner Pedder Street and Prays, opposite Blake Pier.

VIA SUEZ CANAL. FORTNIGHTLY SERVICE TO AND FROM JAPAN WA SHANGHAI.

FOR	STRAMEES	TO BAIL.
SHANGHAI, KOBE &	"ARMAND BEHIC"	On 25th Oot., P.M.
YOKOHAMA MARSEILLES, VIA PORTS	WSYDNEY"	On 26th Oct.
SHANGHAI, KOBE &	Capt. Costa "ERNEST SIMONS" Capt. Girard	On 8th Nov., P.M.
MARSEILLES VIA PORTS	A DIATES LANGE IN	On 9th Nov., 1 P.M.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Caloutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to-

P. DE CHAMPMORIN, AGENT, Queen's Building. Hongkong, 13th October, 1909.

#### VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS LIMITED.

LONDON AND ANTWERP

THE Steamship

"MONMOUTHSHIRE," Captain G. E. Warner, will be despatisfied as shove on or about the 23rd inst. This steamer has excellent accommodation for limited number of first-class passengers. FARE TO LONDON ... £35.

For Further Particular, apply to JARDINE, MATHESON, & Co., LTD., Agents. Hongkong, 11th October, 1909.



AUSTRIAN LLOYD'S STEAM NAVI. GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG. CALCUTTA, COLOMBO, ADEN,

SUEZ AND PORT SAID.
(Taking Cargo at through rates to the BRAZILS, to RED SEA, BLACK SEA, LEVANT, VENIOR and ADRIATIC PORTS). HE Company's Steamship

" AUSTRIA,' Captain Cobol, will be despatched as above on or about the 25th October. This Steamer has splendid accommodation for passengers, electric light and carries a doctor For information as to Passage and Freight,

SANDER, WIELER & Co., Princes' Buildings.

Hengkeng, 28th September, 1909. THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON. AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS. PLYMOUTH AND LONDON

THEOUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL. AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI," Captain G. W. Gordon, R.N.R., carrying His-Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 30th October, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "CHINA," 7,912 tons, from Colombo, passengers' accommodation in which vessel is secured before departure

from Hongkong. Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "MALWA," due in London on the 11th December, 1909. Parcels will be received at this Office until

4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWETT, Superintendent.

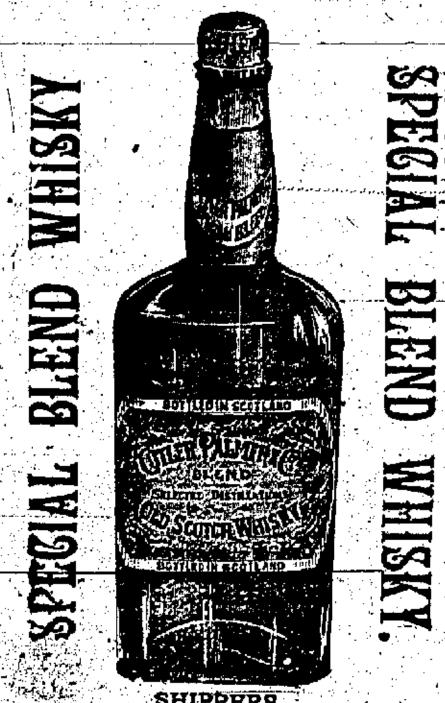
Hongkong, 19th October, 1909.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in China and Japan for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with Indo-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars,

DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th Aug. ,, 1898.

#### Gutler, Palmer & Go.'s.



Gutler, Palmer & Co., London.

AGENTS SIEMSSEN & CO., HONGKONG.

ITISITORS-TO CANTON, Should purchase "FROM PONGKONG TO CANTON. BY PEARL RIVER."

CAPTAIN C. V. LLOYD (s.s. "FATSHAN" With Illustrations, Maps and Plans.

On Sale at-Hongkong: "DAILY PRESS" Office. Messrs. KELLY & WALSH. Messra. Brewer & Co.

Messre. A. S. Watson & Co. Hongkong, 4th October, 1909.

#### STEAM NAVIGATION COMPANY. ANG, COLOMBO, PORT ( Capt. H. N. Rivors, R.N.E. ) Oct. ... Passage. SHANGHAI, MOJI, KOBE NAMUR ...... About 22nd Freight and and YOKOHAMA ...... Capt. H. W. Kenrick, R.N.R. Oct. Passage. SHANGHAI ..... Capt., H. Powell ...... Noon, 30th & See Special LONDON VIA USUAL PORTS DELHI OF CALL...... Capt. G. W. Gordon, R.N.R. For further Particulars, apply to E. A. HEWETT, Hongkong, 21st October, 1909. SAILINGS SUBJECT TO ALTERATION. TO SAIL STEAMERS "LIANGCHOW" ... On 21st Oct., Noon. AMOY and NEWCHWANG ...... SWATOW and SHANGHAI ...... "WUHU" ...... On 21st Oct., 2 P.M. "TAMING" ..... On 21st Oct., 3 P.M. MANILA ..... AMOY, WEIHAIWEI, CHEFOO HUICHOW".... and TIENTSIN ..... "ANHUI" ..... On 21st Oct., 4 P.M. AMOY, MANILA, CEBU and ILOILO "KAIFONG" ...... On 22nd Oct. D'light "LINAN" ..... On 24th Oct., D'light. SHANGHAI ..... On 26th Oct., 3 P.M. -"CHINHUA" ...... On 28th Oct., 4 P.M. "CHENAN" ..... On 31st Oct., D'light. SHANGHAI .. ...... MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNS-VILLE, BRISBANE, SYDNEY, "CHANGSHA" ..... with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH DIRECT SAILINGS TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANUI." AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports. MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon. FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN,"

INDO-CHINA	S. NAV. CO., LD.
PROJECTED SAILINGS FROM HO	ONGKONG (SUBJECT TO ALTERATION.)
<b>ምሳን</b>	STEAMERS TO BALL.
SHANGHAI VIA SWATOW	"KWONGSANG" Thursday, 21th Oct , 4 P.M.
NEWCHWANG	"FAUSANG" Friday, 22nd Oct., D'light

"CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout

and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai

direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of

BUTTERFIELD & SWIRE.

AGENTS

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

and Northern China Ports.

TELEPHONE 36.

transhipment at Weesung.

Hongkong, 21st October, 1909

For Freight or Passage apply to-

22nd Oct., 4 P.M. "YUENSANG" Friday, \* MANILA "YUENSANG".

\* SINGAPORE, PENANG & CALCUTTA" LAISANG"... Saturday, 23rd Oct., 2 P.M. TIENTSIN via WEIHALWEI & CHEFOO "CHIPSHING" Sunday, ..... "LOONGSANG" Friday, 29th Oct., 4 P.M. SINGAPORE, SAMARANG & SOURABAYA "ONSANG" ..... Friday, 29th Oct., 4 P.M. 5th Nov., 3 P.M. †SH'HAI, YOKOHAMA, KOBE & MOJI .. "FOOKSANG" ... Friday, RETURN TOURS TO JAPAN. OCCUPYING 24 DAYS.

The Steamers "Kursang," "Namsang and "Fooksang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a to stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried. \* Steamers have superior accommodation for First Class Passengers and are fitted throughout

with Electric Light. + Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefco, Tientsin & Newchwang Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. [16] Eongkong, 21st October, 1909.

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAL RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOCK. SWEDISH EAST ASIATICC., LD

GOTHENBURG.

SAILINGS FROM HONGKONG. PROJECTED SUBJECT TO ALTERATION.

STEAMERS DATE OF SAILING. DESTINATION "CANTON" ..... On 10th November. SHANGHAI, YOKOHAMA and KOBE MARSEILLES, HAVRE, COPENHAGEN GOTHENBURG and BALTIC "PEKING" ..... Middle of November. MARSEILLES, HAVRE, COPENHA-"CANTON" ..... Middle of December. GEN, GOTHENBURG and BALTIC

For Further Particulars apply to Hongkeng, 15th October, 1909.

Hongkong, 21st October, 1909.

MELCHERS & CO., AGENTS.

#### STEAMSHIP DOUGLAS LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS-FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

LEAVING. STEAMERS. (THURSDAY, 21st Oct., SWATOW, AMOY and "HAITAN," at 10 A.M. FOOCHOW. Capt. J. S. Roach THURSDAY, 21st Oct., "HAIMUN, at 10 A.M. Capt. Evans (FRIDAY, 22nd Oct., SWATOW, AMOY and "HAIYANG" FOOCHOW. at 10 A.M. Capt. A. E. Hodgins

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF-(NEAR BLAKE PIER).

For Freight and Passage apply to-DOUGLAS, LAPRAIK & Co.,

GENERAL MANAGERS.

#### YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

Destinations.	Steamers.	_Tons.	SAILING DATES.
MARSEILLES, LONDON and	HAKATA MARU,	•	WED'DAY, 27th Oot,
ANTWERP, via BINGA-V	Capt. J. Dring,	6,500	at Daylight.
PORE, PENANG,	SIYU MAKU.		WED'DAY, 10th Nov.
<ul> <li>COLOMBO, and PORT SALD C</li> </ul>	Capt. T. Harrison,	6,500	at Daylight.
VICTORIA, B.C. and	8 KAGA MARU.		TUESDAY, 9th Nov.,
STATTLE TASHANGHALL	Capt. M. Hagano,	8,000	at Noon.
MOJI, KOBE, YOKKAICHI.	S SHINANO MARU,		TUESDAY, 7th Dec.,
and YOKOHAMA	Capt. K. Kawara,	6,509	at Noon.
SYDNEY and MELBOURNE,	YAWATA MARU,	1	FRIDAY, 29th Oct.,
via MANILA, THURSDAY	Capt. T. Sekine,	5,000	at Noon.
ISLAND, TOWNSVILLE	NIKKO MAKU,		FRIDAY, 26th Nov.,
and BRISBANE	Capt. M. Yagi,	6,000	at Noon.
MOJI, KOBE and YOKO.	HIRANO MARU,	1	FRIDAY, 22nd Oct.,
HAMA	Capt. H. Fraser.	9.000	at Noon.
BOMBAY via SINGAPORE)	CEVLON MARU.		MONDAY, 24th
and COLOMBO	Capt. Fred. Payne,	6.000	f October. I
	NIKKO MARU,		TUESDAY, 25th Oct.,
KOBE and YOKOHAMA{	Capt. M. Yagi,	6.000 (	at Noon.
SHANGHAI, MOJI and f:	L APASTANT ALIDI	. 1	TOTTO A V SUITH
KOBE	Cant L. C. R. CORCON.	.4.000 4	October.
KOBE and YOKOHAMA	Capt. A. Christia nsen	£ 500	ot Davlight

Fitted with New System of Wireless Telegrap by. † Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHEEV RAILWAY and Atlantic" Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, Ist and 2nd Class through Passengers have the option of travelling by Rail. From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS-EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE. PENANG, COLOMBO, SUEZ AND PORT SAID.

THE Co.'s NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESERTCHED FROM HONGRONG AS FOLLOWS: MIYASAKI MARU (Capt. T. MUBAI) - - On Fri. 22nd Oct. KITANO MARU - (Capt. F. E. Cope) - - About Wed. 17th Nov. HIRANO MARU - (Capt. H. FRASER) - - About Wed, 15th Dec.

KAMO MARU - (Capt. F. L. SOMMER) - About Wed. 12th Jan. CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO. MANAGER. [15-93 Hongkong, 21st October, 1909.



STEAMSHIP COMPANY,

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	STEAMSHIP	Tons.	CAPTAIN	3 1	FOR		SAILING DATE.
  .  .	ZAFIRO	1 2540	R. Rodger . R. W. Almor		Manila Manila		On 23rd Oct., Noon. On 30th Oct., Noon.
	For Freight or	r Passage ap	ply to		SE	EW.	N, TOMES & Co., neral Managers. [14

#### LINIE HAMBURG-AMERIKA HAMBURG.

EAST ASIATIC FREIGHT SERVICE. Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO. to HAVRE, BREMEN and HAMBURG and to NEW YORK.

VIAKING Cargo at Through Rates to all European North Continental and British 1- Ports, also Trieste, Lisbon, Oporto, Marseilles, Genos, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

#### NEXT SAILINGS FROM HONGKONG:

	HOMEWARD.
OUTWARD.	FOR ROTTERDAM HAMBURG & ANTWERPS
HANGHAI, KOBE & YOKOHAMA:	S.S LIBERIA 2nd Nov.
S. BRISGAVIA 21st Oct.	FOR HAVRE, ROTTERDAM & HAMBURG: S.S. BELGRAVIA 20th Nov.
S SILVIA 1st Nov.	Don Harry & HAMPIDG.
S. SUEVIA 17th Nov.	S.S. SILESIA 25th Nov.
S. SENEGAMBIA 18th Nov.	FOR HAVEE, ANTWERP & HAMBURG:
.S. SITHONIA 1st Dec.	S.S. BRISGAVIA 30th Nov. FOR HAVEE, ROTTERDAM & HAMBURG:
S. SCANDIA 10th Dec.	S.S. SILVIA 9th Dec.
R REGOVIA 28th Dec.	FOR HAVRE & HAMBURG:
	SS. SENEGAMBIA 29th Dec.
Further Particulars, apply to-	

HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 21st October, 1909.

#### AMERICAN

	REGULAR STEAMS			
CALLAO, IQUIQUE,	VALPARAISO, 1	TO, VIA MOJI	KOBE, YOKOI	IAMA,
HONOLULU,	MANZANILLO 2	IND SALINA C	RUZ (MEXICO).	- <b></b>
SS. HONGKONG MA	RU 600	o tons gross	Sail Oct. 20th,	AT MOON.
S.S. MANSHU MARU	T 500	0 ந <sub>ூற்ற</sub> ்றவி	,., ,, Dec, 10th,	1010 4
S.S. AMERICA MAR	υ, 600	O 59 59 100	Noon	TATO BE
For particulars app			DA, Manager.	

TOYO KISEN KAISHA, York Building. Hongkong, 16th September, 1909.

THOS. COOK & SON. TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:-LUDGATE CIRCUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS. SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged. OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION

PLAYS of 1910. Head Office for the Far East :-16, DES VŒUX ROAD. HONGKONG.

Japan Office. 14. WATER STREET. YOKOHAMA

## NAVIGATION CO.

HOMEWARD

TAKING PASSENGERS ALSO FOR Colombo, India, Australasia, Egypt, Brindisi, &c.

STEAMERS to COLOMBO	Leave Hongkong	Connecting Steamers from Colombo to Marseitles & London	Due MARSEILLES (Brindisi 2days carlier)	Due PLYMOUTH (London I day later)
Steamer Tons	1 p.mSaturday	Steamer Tons	SATURDAY	FRIDAY
ARCADIA 7000	February 5	MANTUA11000	March 5	March 11
ASSAYE 7500	February 19	CHINA 8000	March 19	March 25
<b>DELTA</b> 8000	March 5	MALWA11000_	_ April 2	April 8
MACEDONIA 10500	March 19	(Through Steamer ) calling at Bombay)	April 16	April 22
DEVANHA 8000	April 2	MONGOLIA10600	April 30	May 6
ASSAYE 8000	April 16	MARMORA :10500	May 14	May 20
<b>DELTA</b> 7500	April 30	MOREA11000	May 28	June 3
DELHI 8000	May 14	MOOLTAN10000	June 12	June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax): 1st SALOON £71.10 SINGLE. £106.14 RETURN. £ 72.12

In addition to the above Mail Steamers the following: -INTERMEDIATE (Non-Transhipment) STEAMERS

WILL LEAVE FOR

-CARRYING-SALOON-PASSENCERS AT REDUCED RATES.

STEAMERS			Leave Hongkong	Due London
* SYRIA * SUMATRA * NYANZA * SUNDA * MALTA * SARDINIA * NORE	### ### ### ### ### ### ### ### ### ###	Tonnage 6600 4600 6700 6670 6570 6700	about January 26 February 9 February 23 March 23 April 20 May 4 May 18	April 9 May 7 June 4

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES FARES TO LONDON (Including Surfax): 18T SALOON £55.0 SINGLE. £82.10 RETURN.

.. £38.10 Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to :-

E. A. HEWETT, SUPERINTENDENT

#### REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. (The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South

LEAVES. Tons. STEAMERS (Gross reg.) SATURDAY, 6th TACOMA VIA SHANGHAL " FITZPATRICK' Nov., at Noon. Capt. E. R. Hutchinson, MOJI, KOBE and YOKO-HAMA

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUL VIA SWATOW,	- DAIJIN MARU" Capt. Y. KUBURAKI	THURSDAY, 21st Oct., at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	"CHOSHUN MARU" Capt. Y. Ishikawa	FRIDAY, 22nd Oct., at 9 A.M.
TAMSUI VIA SWATOW,	"DAIGI MARU" Capt. M. MURAYAMA	SUNDAY, 24th Oct., at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout First Class Cuisine. The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, MANAGER

DUNKER COAL can now be Supplied, from the Deep Coals of SARAWAK

GOVERNMENT MINES, at Labuan and Brooketon. at Reduced Rates. Large stock always on hand. Apply - SARAWAK GOVERNMENT AGENCY, Labuan. Telegrams: May, Labuan.

COAL.

- LABUAN COAL.

NOTICE-THIS COAL can only be obtained from THE LABUAN COAL-FIELDS Co., LD., who are prepared to Supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch Telegrams: "Labor Labuan." BRADLEY & Co., Agents.

Hongkong, 12th August, 1909.

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A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST, By CHAS. J. HALCOMBE (Formerly of the Imperial Chinese Customs

Flowery Land," etc.). THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir Robert Hart, G.C.M.G., and Dr. A.

Service, Author of "The Mystic

Its description of Chinese Social Customs and Superstitions, combined with the insight it. gives into political conditions in China, makes CHILDREN OF FAR CATHAY" an excellent

volume for presentation to friends at Home. Well bound in Yellow Cloth with Chinese Emblem in Gold.

PRICE ... ... ... \$3.50

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#### POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

MAIL NOTICE. A wall letter box has been placed at the entrance to the Lower Peak Tram Station. It. will be cleared at 7 s.m., 9 s.m., 11 s.m., 1 p.m., 3 p.m. and 5 p.m. on weekdays and at 9 a.m.,

The Asia, with the American mail, left Shanghai and may be expected here to-morrow, at

The Aimand Behic, with the French Mail of the 24th September, leaves Salgon Credits, at 1. Thisday, the 21st inst., at 10 p.m., and may be expected here on or about Sunday, the Document 24th inst., p.m. This packet brings replies to letters despatched from Hongkong on the 21st. ON PARIS:—

FOR	PBR	DATE
Swaton, Amoy and Focobow	Hailan	Thursday, 21st, 9.00 A.M.
. Swatow	Haimun	Thursday, 21st, 9.00 A.
Swatow, Amoy and Tanisu	Daijin Maru	Thursday, 21st, 9.00 A.M.
wwwyy ware & manolitim ser (ee.g., eet erast erast er	Jan	
	1 4	Thursday, 21st,
	$H_{ij} = \{i, j \in \mathcal{A}_i\}$	Printed Matter and Sam-
RUEOPE, &c., In lia via Tutloorin	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	ples personal 10,00 A.M.
Tinto Tattone Trans 4- 11 On	$T_{ij} = 0$ for $i \in \mathbb{N}$	Registration 10.00 A.M
Lata Letters 11.00 to 11.80 a.m. Extra		Registration, with late
Postuge 10 cents)	Luctzmo.	fee of 10 cents, up to
an form posto in all the little Box &		1(.45 A.M.)
is time for the first clear nee will be	1	
meluded inthis contract mail.)	1	Registration, Kowloon
TERRITA SELECTION OF THE PROPERTY OF THE PROPE	The second of the	B.O
	4	No late fee.
	181	Letters 11.00 A.m
Characterist and Observated	Kuongsang	Thursday, 21st, 11.00 A.M.
Swatow and Shanghai	'l ''	Thursday, 21st, 11,00 A.M.
Amoy and Newchwang		Lhussay, 21.t. 1.60 p.m.
Swatow and Shapghai	Walter erreit three	
Macao	Sui Tai	Thursday 21st, 1.15 P.M.
Manila,	. Taming	Thursday, 21st, 2.00 P.M.
Weihaiwei, Chefoo and Tientein	Huichou	Thursday, 21st, 3.00 P.s.
Shanghai	Anhui	Thurs by, 21st, 3.00 P.M.
Sourabaya	Shinchiku Maru	Thursday 21st, 400 P.M.
Winder and Mandagan	Dorneo	Thursday, 21st, 400 P.A.
Winder and Mandagan	Dorneo	
Singapore, Penang, and Colombo	Frances	Thursday, 21st, 5.00 P.M.
Newchwang	Fausana	Thursday, 21st, 5.00 P.M.
Amoy, Manila, Cebu and Hoile	haifons	Thursday, 21st, 5.00 P.M.
Chingwantao	Pei Ho	
Bwatow, Amoy, Foodhow and Shanghal	, Choshun maru	Friday, 22nd, 8.00 M.
Singapore	Stentor	Friday 22nd, 9.00 A.M.
Swatow, Amoy and Foochow	1	Friday 22nd, 9.00 A.M.
Samarang and Sourabaya	Quinta	Friday, 22nd, 11.00 A.M.
Singapore, Penaug and Colombo	<b>■</b> • = · · <u>-</u>	Friday, 22nd 1.00 P.M.
Manan	Rei Par	
Marila	Vannenter	Fr day, 22nd, 3.00 P.M.
Marila	Tuensang	Saturday, 28rd, 11.00 A.M.
(112) 114   10   10   10   10   10   10   10	A west residence of the	Saturday, 23rd, Noon.
Bingapore. Feneng and Calculta	Larsang	Determent, more vivoria
M8080	. Eur Tar	1 - v
Singapore and Colombo	. Glamorganshire .	Saturday, 23rd, 3.00 P.M.
Weihaiwei, Cheloo and Tientsin	. Chipshing	Saturday, 23rd, 5.00 P.S.
Swalow	Nanshan	Saturday, 23rd, 5.00 Pm.
Shangbai	Luan	Saturday, 23rd, 6.00 P.M.
		Monday, 25th,
		Printed Matter and San-
		ples 10.00 A.M.
	] I.	Registration 10.00 A.M.
Contract to N. A		(Registration, with late
SHANGHAI, NAGASAKI, KOBB, YOKOHAMA,		fee of 10 cents, up to
Honolulu and San Francisco	Chiyo Maru	
SIBERIAN MAIL TO EUROPE	A to the second of $\hat{\mathbf{I}}$	10.45 A.M.)

oji, Kobe, Yokehama, Honolulu, Manzanille ) Salina, Cruz, Valperaise and Coronel .....

Shanghai, Yokohama, Kobe and Moji,.....

Europe, &c., India via Tuticorin ........

(Late ; Louis and Lucion. to Noon Extra

(Letters posted in all the Piller Boxes

Postage 10 cents.) .......

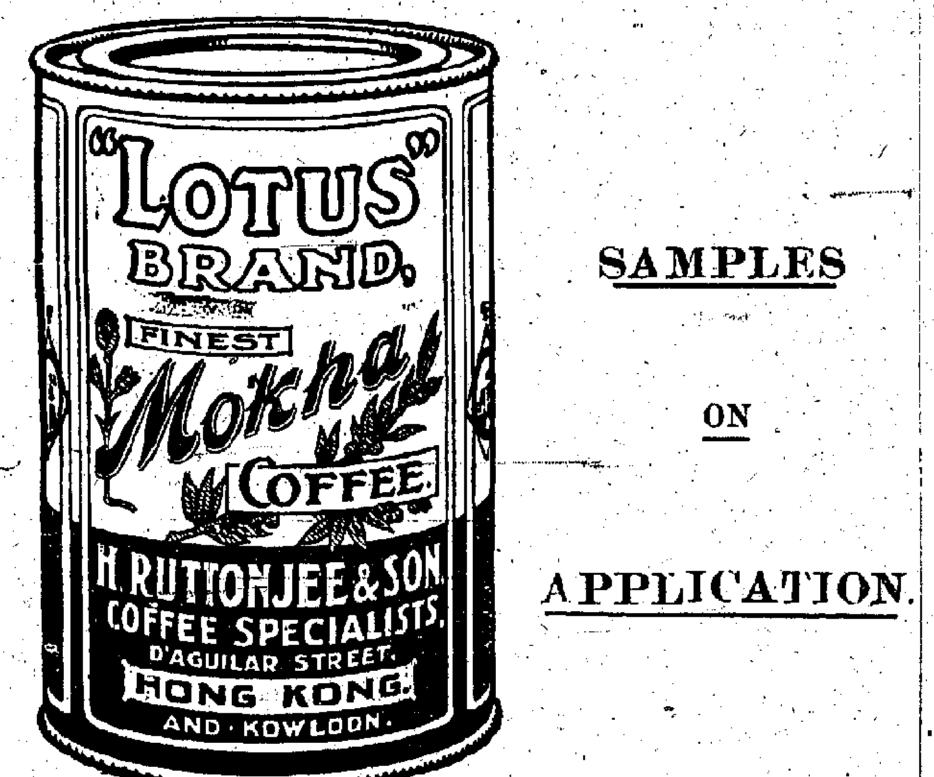
in time for the first elearance will be

included in this contract mail.).........

Registration, Kowloon B.O. ........10.00, A.M

No late fee. "Letters" ...... 11.00 A.M 25th, 11.00 A.M Arratoon Apear 25th, 2.00 P.M. Monday. MonmouthshirePrinted Matter, and Sam-Registration ... 10.00 A.M (Registration, with latfeel of 10 cents, up to Bydney ...... 10.45 A.M.)

Registration. Kowloon B.O. ....... 10,00 A.M No late fee



TO MORROW Twenty-Eighth Ordinary Meeting, Canton Insurance Office, Ltd., 11 a.m.

#### VESSELS EXPECTED.

THE AUSTRALIAN MAIL. The E. & A. sir. Aldenham from Sydney, &c. left Manila on the 18th instant, at midnight, and is due here to day. The C.N. Co.'s str. Changeha left Sydney on

the 25th ultimo, and left Manila on the 19th inst., and is due here to morrow. The N.Y.K. str. Nikko Maru (Australian Line) left Thursday Island for this port via p.m. Manila on the 14th inst, and is expected here

on the 25th inst. THE INDIAN MAIL. The Apear str. Arrutoon Apear from Calcutta left Singapore on the 10th inst., and may be expected here to morrow.

THE CANADIAN MAIL. The C.P.R. str. Empress of China sailed from Vancouver on the 6th instant afternoon, via the

usual ports of call. MERCHANT STEAMERS. The H.-A. Linie str. Brisgavia, left Singapore or the 14th inst. at 1 p.m., and may be expected

here to-day, p.m. The N.Y.K. str. Hirano Maru (Enropean bere on the 29th inst.

Line) left Singapore on the 15th inst., and is

expected here to day. the 17th inst., and is due here to-day. The P. & O. str. Namur left Singapore for this port on the 15th instant, at 3 p.m., and is the 14th instant, and may be expected here on due here to-day, at about 5 a.m.

The M.M. str. Peiho is expected bere to-day, and will leave for Chinwantao on the 22nd inst. at daylight.

[38]

The N.Y.K. str. Ceylon Maru (Bombay Line) left Moji on the 17th instant, and is expected

The G.N. str. Minnesota from Seattle, arrived st Yokohama on the 2nd inst. at 4 p.m. She will sail for this port via the usual calling ports on the 5th inst., and may be expected here on or about the 23rd inst.

The H.M. transport Soudan left Singapore for this port on the 18th instant, at 6.30 a.m., and is due here on the 23rd instant, at about 4

The J.-C.J. Lijn str. Tjilatjap left Macassar. for this port on the 16th instant, p.m., and may be expected here on or about the 24th inst. p.m. The N.Y.K. str. Hakata Maru (European

Line) left Moji on the 18th instant, and is expected here on the 25th inst. The Bank Line str. Kumeric left Moji on the 20th instant, at daylight, and is due heré on or about the 25th inst.

The str. Heliopolis left Durban on the 21st ultimo for Chinwantso and this port, and is expected here on or about the 27th inst. The N.Y.K. str. Moyori Maru (Bombay Line) left Bombay for this port via Colombo and Singapore on the 8th inst., and is expected

The N.Y.K. str. Kaga Maru (American Line) left Yokohoma for this port via Kobe, Moji and The C.N. Co.'s str. Linan left Shanghai on Shanghai on the 18th instant, and is expected

here on the 31st inst. The Swedish str. Canton left Port Said on or about the 10th prox.

#### COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

October 20th. ON LONDON: Telegraphic Transfer ......1/8% Bank Bills, on demand 1/8 to Bank Bills, at 30 days' sight 1/9 Bank Bills, at 4 months' sight 1/9 to Credits, at 4 months' sight 1/9 to Documentary Bills 4 months' sight 1/978 Bank Bills, on demand ..........219 Credits, at 4 months' sight ......223 ON GERMANY:-ON NEW YORK:-Bank Bills, on demand .......421 Credits, at 60 days' sight .......43 ON BOMBAY:-Bank, on demand .......130 ON CALCUTTA: ON SHANGHAI:-ON YOKOBAMA: On demand ......843 ON MANILA:—On demand—Pesos—852 ON SINGAPORE:—On demand.......743 ON BATAVIA: -On domand ....... 1047 On Haiphong:—On demand ......81°/, pm On Saigon:—On demand.......8°/, pm

SUBSIDIARY COINS.

GOLD LEAF. 100 fine, per tael ....... \$60.00

ON BANGKOK:—On demand.......881 SOVERBIGNS, Bank's Buying Rate ...\$11.50

Chinese .....20 cents pieces ..... \$5.96 discount Chinese. Hongkong ...20 Hongkong ... 10

OPIUM.

October 18th. Quotations are : --\$1,220/1,260 per picul Malwa Older Malwa V. Old ... \$1,340/1,370 Persian fine quality Persian extra fine... \$1,160/1,180 Patna New ... Henares New ... \$1,320 Benares Old ... ...

#### PASSENGERS.

Per Luctzow, for Hongkong, from Yokohama, Mrs Marie Detmers, Miss Edith Detmers, Messrs C. Ahrend, Jnr. Forrester and Wilh Detmers; from Shanghai, Mr and Mrs F. L. Cox, Mrs Weil and 4 children, Mrs S. Jebor and son, Mrs M. C. Brooks, Mrs Mather, Misses R. Collins and Fishman, Messrs Audinet, F. B. Jacob, C. G. Hannen, M. Koerter, Thos. Foster, Eckhart, Kuhn, E. G. & Kidalgo, Mc-Crai, Walt, K. Bartels and S. N. Bander; for Genoa, His Royal Highness Prince Tsai Hsun

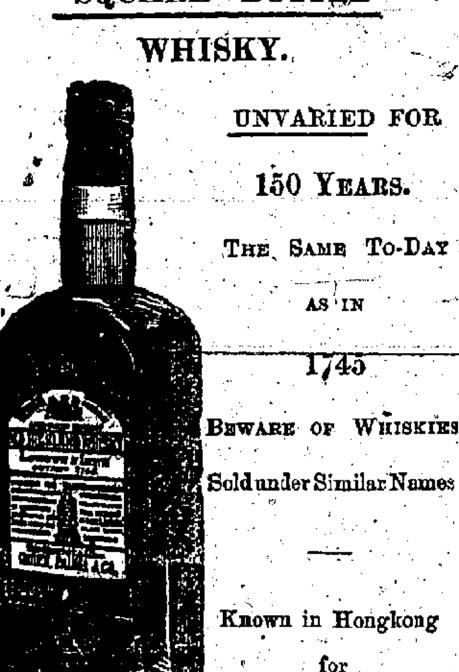
and suite (20 persons), Admiral Sah. Per Prinzess Alice, for Hongkong, from Hamburg, Messrs Esrom, Goldenstadt, Ufken and Teschuer; from Antwerp, Messis O. Rank, L. Heweux, v. d. Broeck and son; from Southampton, Miss Fletcher, Miss Mackinson Messrs MacFarlane and D. Cooper; from Genoa, Mrs Apple, Mrs A. Kuhn, Mrs B. Hinckle, Rev. Godefroid and party, Rev. von Leon and party, Hongkong and China Gas Co., Limited Messrs Stockhaufen, Ragondet, Tihmann, A Aster, Devaux, Ipland and Reichert; from Algier, Mr Heurg Homble; from Singapore, Mr and Mrs Petzold, Baron van Welderen and servant, Messrs J. de Graeff, van Halften and party, Poh, Cheye and Gathemann.

HONGKONG METEOBOLOGICAL. REGISTER.

Hongkong Observatory, October 20th.

	es ( p.m.	On Date at	On Date at 4 p.m. 29.64 77	
Barometer Temperature	29,24 76	29.66 75		
Humidity Wind Direction	90 ENE 10	96 S 5	88 88E	
Weather	<b>.</b>	orq 10.93	orq	
Highest'open	air Tempera	ture on 19t	h84	

NAPIER JOHNSTONE'S " SQUARE BOTTLE"



for Half a Century.

SOLE AGENTS IN HONGKONG: LANE, CRAWFORD & Co., and from ALL WINE MERCHANTS. [52]

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT

HONGKONG For Demand Drafts on London on the day of or preceeding the departure of the English Mails; also Table of the Yearly Approximate Averages for 35 years

FROM 1874 TO 1908. Price \$2 Cash. On sale at the "DATLY Press" Office, or Local Booksellers.



## 66 CAPSTAN?

## MIXTURE

" Let those smoke now who never smoked before,

And those who always smoked—now smoke the more."

IN THREE STRENGTHS:-MILD, MEDIUM & FULL.-

#### **EVERYWHERE.**

#### SHARE LIST.—QUOTATIONS.

HONGKONG, QCTOBER 20TH, 1909.							
<b>Втоска</b> .	NO. OF SHARES.	VALUE.	PAID UP	CLOSING QUOTA TIONS CASH.			
Banks,-							
Hongkong & Shanghai Bank Corporation	120,000	<b>\$125</b>	all	\$995. £91.10.			
National Bank of China, Limited	99,925	<b>£</b> 7	£6	\$65, buyers			
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$10.			
China Borneo Company, Limited	60,000	\$12	\$12	\$12½, sellers			
China Light and Power Company, Limited.	50,000 50,000	\$10 \$1	\$10 \$1	Bellers , ن\$ إ			
China Provident, Loan & Mortgage Co., Ld	200,000	\$10		\$9.50, sal.&buy			
COTTON MILLS.—  Ewo Cotton Spin'g. & Weaving Co., Ld.  Hongkong Cotton Spinning Co., Ld  International Cotton Manufing Co., Ld.  Laou-Kung-Mow C. Spin & Weav.Co., Ld.  Soy Chee Cotton Spinning Co., Limited	20,000 125,000 10,000 <del>8,</del> 000 2,000	Tls. 50 \$10 Tls. 75 Tls. 100 Tls. 500	\$10 Tls. 75 Tls. 100	\$6, buyers Tls. 92 Tls. 113.			
Dairy Farm Company, Limited	40,000	871	\$6	\$173, buyers			
Docks and Wharves.— H'kong & Kowloon Wharf & G. Co., Ld.	60,000	<b>\$50</b>	all.	\$64, buyers			
Hongkong and Whampon Dock Co., Ld. New Amoy Dock Co., Limited Shanghai Dock and Engineering Co., Ld. Shanghai and Hongkew Wharf Co., Ld.	50,000 10,000 55,700	850 863 Tls. 100 Tls. 100	863 Tls. 100	\$55, sellers \$9, sellers Tls. 75½, sellers			
Fenwick & Co., Limited	18,000	\$25	\$25	\$11, sollers			
Green Island Coment Co., Limited	400,000	\$10	\$10	\$72, sal. & sel.			
			1	1			

7,000

60,000 12,000 8,000 5,000 60,000

10,000 20,000 24,000 8,000

10,000 12,400 12,000

50,000. 150,000 6,000

78,000

12,500

200,000

25,000

50,000

75,000

20,000

7,000

4,000

30,000

80,000

10,000

1,200

Value.

Amount.

Tls, 767,200

60,000 prof.

60,000 def.

2,000,000

16,000 | Fcs. 250

\$25 \$25

\$250 \$100 \$83.33

8250 \$100

50

850

\$100

Interest.

VERNON & SMYTH, Share-Brokers.

sale daily at the following stores

Mesars. HUNG CHEONG, Elgin Road

loon Store, No. 36, Elgin Road.

Tls. 250 7 % p. annum | Par.

Hongkong Hotel Company, Limited...... Hongkong Ice Company, Limited..... Hongkong Rope Manufacturing Co., Limited INSURANCES.-Canton Insurance Office Co., Limited ... China Fire Insurance Co., Limited China Traders Insurance Co., Limited. Hongkong Fire Insurance Co., Limited North-China Insurance Co., Limited ... Union Insurance Society, Limited Yangteze Insurance Association, Limited

Hongkong Electric Co., Limited .....

LANDS AND BUILDINGS.-Hongkong Land Invest. Agency Co., Ld. Humphreys' Estate and Finance Co., Ld. Kowloon Laud and Building Co., Ld. ... Shanghai Land Investment Co., Limited West Point Building Co., Limited ..... MINING. Société Française des Charb'ges du Tonkin Lowest open air Temperature on 19th..... 76 Raub Australian Gold Mining Co., Ld ... Peak Tramways Co., Limited......

> Philippine Co., Limited ...... REFINERIES. China Sugar Refining Co., Limited ..... Luzon Sugar Refining Co., Limited ..... Robinson Piano Co., Limited ...... STEAMSHIP COMPANIES.— China and Manila Steamship Co., Ld ... Donglas Steamship Co., Limited ......... Hongkong, Canton & Macao S.B. Co., Ld. Indo-China Steam Navigation Co., Ld Shell Transport & Trading Co., Limited...

Star Ferry Company, Limited South China Morning Post, Limited ...... Steam Laundry Company, Limited ..... STORES AND DISPENSABIES .-Campbell, Moore & Co., Limited ...... Wm. Powell, Limited ..... Watkins, Limited ..... A. S. Watson & Co., Limited..... Weissmann, Limited.... United Asbestos Oriental Agency, Limited Union Waterboat Co., Limited ..... RUBBERS.--

Castlefields, fully paid ..... Linggis Anglo-Malays Shelfords.... Balgownies. Loans. Chinese Imperial 1886

STEAMERS PASSED THE CANAL. Oct. 2nd-Calchas, Indrawadi. Bingo Maru. Poona. 6th-Indien, Denbighshire, Erzherzog, Franz Ferdinand, Glenlochy, Konang Si, Shimosa. 9th Australian Menelaus, Nore, Ching Wo. 13th-Benlemond, Braemar, Sumatra, Priam, Voronej. 16th - Kleist, Dortmund. Deucalion, Inaba Maru, Kawachi Maru, Pak Ling, Ernest Simons, Silesia (Aus.). 20th-Derflinger, Saxonia, Lismore.

ARRIVALS AT HOME. Oct. 19th-Perseus, Andalusia, Carmarthenshire, Ping Suey.

VISITORS AT HOTELS.

Mrs. C. M. Jack Mr. O. C. Kench

Mr. W. B. Knight

Mr. & Mrs. G. T. Lloyd

Mr. P. Luttringhaus

Mr. D. Maclonald

Mr. H. Markham

Mr. J. H. Martin

Dr. O. Marriout

Mr. F. Matson

Mr. J. H. MacKenzie

Mr. G. C. doIntosh Mr. J. E. Menngh Mr.&Mrd. A.F. Meserce

Mr. & Mrs. A. Miller Mr. A. J. Mitcbell

Mrs. M. A. Morris Mr. H. J. Morse

Mr. E. W. Nowell Mr. C. F. Osborn

Mr. B. L. Packer

Mr. R. Pope

Capt. F. Raien

Mr. E. H. Ray

Mr. G. F. Ross

Count Schwerin av

Surgeon and Mrs. A. D.

Mr. J. R. C. Smith

Mr. Paul Soffetti

Mr. L. J. de Souza

Spalding, B.N. Kr. J. Spittles

Mr. W. T. Stebbing

Madamo Susiwodoff

Thompson

Mr. J. V. Turreforse

Mr. and Mrs. M. I

Mr. F. M. Swift

Miss Thompson

Mr. T. C. Welch

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Mr. A. Whitmarsh

Mr., M. C. Mongos

Mr B. Nagamatau

Mr. S. Ochi

Mys. Pike

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Capt. and Mrs.

Mr. H. E. Rigge

Mr. E. Rigold Mrs. & Miss Rogers

Passmore

Mr. & Mrs. R. Rildell

Mr. G. G. Wood

Miss A. Equare

Madame Sui.

Mr. G. W. Phillips

Mr. Joan Landes

and child

Mr. J. D. Lloyd

Hongroud Horne Mr. P. R. Adams Mr. & Mrs. E S. Ald ich Mr. J. Al'an Mr. F. H. Allen Mr. W. H. Anderson Capt. W. M. Apple Mr. A des Arts Mr. Joseph des Arts Col. & Mrs. Parnett Mr. A. Boshne Mr. M. J. Breen

Mr.&Mrs. W.C. B. unner Mr. T. C. Buckland Mr. and Mrs. W. C. Bunner Mr. C. Burnell Mr. & Mrs. J. Chapman Mr. M. O. Clarke Misses (3) Clement Mrs. M. Clons Dr. O. Cloan

Mr. J. Cogan Mr. H. E. Colvin Mr. H. L. Condon Hon. Mr. W. Rees-Davies Mr. E. W. Day

Capt. & Mrs. H. Day Mr. W. D. Dixon Mr. P. G. Fastwick Mr. Fred W. Felkin Mr. Denman Fuller Mr. W. Gallon Mr. W. A Giff rd Miss E. H. Cill Miss V. H. Gill Mr. J. Guygenheim Capt. T. P. Hall Mr. C. G. Hannon

all \$210, buyers \$10 \$20½, sellers

\$180, sellers

\$23, sellers

\$100 | \$8471, sal. & b.

\$30 | \$30, sellers

\$50 \$41, buyers

18/10 | \$8, sellers

\$10 | \$9, sellers

\$625, buyers

\$13½, sellers \$1.40, sellers

\$23, sellers

\$50 | \$50, sellers

\$25 88½, sellers all \$33, sellers

\$15 | \$31, sales

£1 73/-, buyers

**37** \$33, sellers

84 \$12½, sellers

60/- sellers

24/- buyers

36/- sellers

Quotation.

371 (Straits), sel.

\$10 \\$5, sellers

\$10 | \$8, sellers

\$100 | \$150.

§ \$41, sellers

\$19, sellers

1/231, sellers

\$60 \$2303.

\$100 | \$104.

My. Thomas Hacian Mr. F. G. Hawkeworth Hon. Mr. and Mrs. E. A. \$50 \$175, sellers \$20 \$114, buyers \$25 \$92, buyers \$50 \$375. £5 Tls. 115, sellers Hewett Mr. & Mrs. G. A. Hicks & obild Dr. S. Hough Mr. I. Ibolcon

Mr. A. W. Hott

Capt. R. Innes KING EDWARD HOTEL. Mr.& Mrs. B anchflower Mr. H. N. Mody Mr. W. H. Bur.t Miss M. L. Coffin Misses E. & F. Curtis Mrs. Curtis Mr. W. J. Daniel Mr. J. C. E. Douglas Col. & Mrs. Foerster Mr. Thos Foster. Mr. A. Gower Mr. R. C. Hislop Mr. A. N. Kemp Mrs. Lehn

Mrs. Leprieto Mr.&Mrs. S. Silverstone Mr. E. E. Smith Mrs. Macomber Capt. Hangelsdarff Mr. N. Max Mr. Lindsey Smith Mr. F. Thomas Dr. Herbert To Mr. A. G. McCrae Capt. & Mrs. Merlees Mr. H. C. Wilkins n Kingsolden Private Hotel. Mr. E. Arndt Lt. & Mrs. J.S. Arwine, jr., u.s.n.

Mr. A. Austin Mr. F. Pevington Dr. Black Mr. W. F. Brewer Mr. F. K. Brownrigg Mr. H. Bulmer Consul Genl. D. Cinatti Dr. & Mrs. F. Clark Miss Hilda Clark Mr. & Mrs. Coss Mr. Cruickshank Mr. P. Sydenham Dixon Mr. P. M. Dyer Mr. Barrison Mr. W. H Tindal King Mr. L. V. Langstein Miss Langstein

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Mr. and Mrs. B. A.

Mr. H. W. Wilkins

HONGKONG TIDE TABLE From October 21st to 27th, 1909.

Mr. & Mrs. A. C. Logan Mr. W. Arphold Zede-

HIGH WATER. LOW WATER, Hongkeng Height Honskong Height. h, m. 8 48 NOTICE TO KOWLOON RESIDENTS Those No inferior nor low Water. m 10 15 2 4 No inferiornor low EXTRA COPIES of Daily Press are of Sat. m 11 20 nor low Water. 0 13 a KOWLOON BOOK STALL, Ferry Wherf 11.81 n 4 9 0 58 m 1 9 Messrs, H. RUTTONJEE & SONS, Kow-Tnes. 26 m 6 44

Mr. AH YAU, Hongkong Ferry Wharf Stall Printed and Published by BERTRAM A. HALE for the Concerned at 10A. Des Voux Road Central Victoria, Hongkong; London Office, 131, Flest Street, E.C.



